APPENDIX H: COMMENTS AND RESPONSES ON THE DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

COMMENTS AND RESPONSES

PUBLIC COMMENTS AND RESPONSES FORMAT

Comments received from individuals are presented in table form. The table includes comment number, comment category, commentor identity and affiliation, the comment itself, and responses. Responses to comments are in table cells immediately adjacent to the comment. The comment categories are explained below.

Comment Categories:

A	Alignment
DC	Design/Construction
G	General Comment
H	Hearing Format
I	General Impacts
M	Mitigation
N	Noise, Aesthetics, Disturbance, Value
R	Restrict Trucks
S	Stability
T	Trail
W	Wildlife
WQ	Water Quality
WT	Wetlands

AGENCY COMMENT LETTERS AND RESPONSES FORMAT

The comment letters from agencies are presented in a split-page, landscape format. In the left column of the page, images of the comment letters are presented. Bold, vertical bars mark specific comments within each letter. Adjacent to each vertical bar is a sequentially ordered comment number (e.g., L-8a, L-8b), which identifies the comment.

In the right column of the page, responses are shown. The responses are sequentially ordered to correspond to comments in the letters. Because the comments and responses differ dramatically in length, comments and responses will not always fall on the same page. To read the response to a specific comment, refer to the comment number (e.g., L-9c) and find the response with the corresponding number.

COMMENTS AND RESPONSES

PUBLIC COMMENTS AND RESPONSES TABLE

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
Public Hearing Comment Forms					
C1	A	Nelson Carter Heber, UT	Public	Just get it done quickly.	Thank you for your comment.
C2	A	Ron Gale Midway, UT	Public	Concerning the Hoover slide area, the proposed new alignment would get away from problems of slippage of fault that plagues present alignment and has done for 50+ years.	Thank you for your comment. We are optimistic that stability will be improved.
	DC			If work could take place during night time hours, say between 7 p.m. and 7 a.m. [with the] road closed to all traffic, [it] would enable [the] contractor to build more road within short time frame, thus saving lots of money.	Thank you. We will attempt to find the best balance between maintaining access and minimizing costs in our design.
C3	A	Ken McConnell Heber, UT	Public	The Preferred Alternative seems to be the most workable plan for the trail. My only concern is safety. At the crossing over the railroad track there should be some sort of warning device for joggers when the train is approaching. Site lines are very bad in that area and pose a danger to trail users when the train approaches.	Thank you for your comment. Safety features at the trail crossings will be a major design concern.
C4	A	Wayne McDonald Heber, UT	Public	Appears to incorporate best use of canyon floor with all users. I have found no detriment to the beauty of the area by the previous new constructed road. I trust you will continue the same respect for the area as before. I find a pleasant ride though the new highway and feel much safer. I am concerned about the additional cost of having the railroad in the same area.	Thank you for your comment.
C5	A	Larry B. Duke Heber, UT	Public	Seems well planned. Major problem above the dam. This needs [to be] done as soon as possible. Too many lives have been lost already and the public is greatly inconvenienced with the remaining 2-lane highway.	Thank you for your comment.
C6	A	Matthew M. Bailey Provo, UT	Canyon Meadows Home Owner's Association	I fully support the widening of Highway 189. It has proven to be a safer road in the section already widened. With that said, I vigorously opposed the preferred alignment plan.	Thank you for your comment.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
	N			Running the highway through our subdivision will dramatically reduce the value of 88 taxpayers' property.	It is unclear at this time whether property values will increase or decrease as a result of the Project.
	W			The Canyon Meadows area is the home to abundant wildlife whose migratory patterns will be disrupted.	The entire haul road, the alignment of the future highway, has been fenced for wildlife for several years. Wildlife crossings will be included in the design in coordination with the Utah Division of Wildlife Resources.
	S			Putting four kinds of concrete on the Hoover slide cannot be a good idea and will most likely destabilize the slide.	We expect the new alignment to further stabilize the Hoover Slide.
C7	A	Rob Fredericks Midway, UT	Public	Just build it. There are going to be problems, but it is important to have it built.	Thank you for your comment.
C8	A	Connie Edwards Heber, UT	Public	Looks good! I think you should go for it!	Thank you for your comment.
C9	A	Paul Sweat Heber, UT	Public	Strongly in favor of preferred route. Anxious to see road built and safety improved.	Thank you for your comment.
C10	A	Dee Mecham Heber, UT	Public	Improve east road between dam and state park. [Build a] snow chute or what ever to make it safe and possible. Stay with upper alignment in Canyon Meadows, since property has already been purchased and fenced. Consider safety of public first.	Thank you for your comment.
C11	A	S. G. Zilouka Charleston, UT	Public	Constructing road on west side of Deer Creek - less construction tie-ups - snow slides not as prevalent [and] Deer Creek Dam would not be involved. Road could be accessed to existing Highway 189 by Soldier Hollow - where train now crosses highway - no bridges would be necessary. One way - west side reservoir - one way east side reservoir - same up Provo Canyon above Sundance.	Previous analyses have addressed the use of an alignment on the west side of the reservoir, but impacts would be high and access would be inadequate.
C12	A	Curley Carey Heber, UT	Public	Overall design/concept looks good. Only concern is we need it done sooner, the canyon is very dangerous to drive.	Thank you for your comment, we will move forward as quickly as possible.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
C13	A	Lyle Gertsch Heber, UT	Public	Great to see DOT moving forward - very needed. Suggest four-lane [road should] start immediately from Heber to Deer Creek Dam. Start working in easy area through sagebrush by Wallsburg, etc. This area can be completed while the difficult area is worked out. Start as soon as possible. Safety is essential, [the] present condition of highway is a disgrace to state. [The impacts of] four lanes done nicely will not be severe. I've floated Provo River - highway is hardly noticeable. Thank you for having foresight and initiative to forge on. Long overdue.	Thank you for your comments. We appreciate the suggestion to start with the upper section but are committed to completing the most challenging portion to address the traffic and safety needs.
C14	A	Craig Lacey Heber, UT	Heber Valley Railroad	Existing railroad overpass/culvert (tunnel) for new alignment: the railroad is concerned about potential service interruptions due to demolition/removal of existing bridge and construction of its replacement. Same concern exists for construction of new structure passing over tracks (north of overpass).	The existing overpass will now be left in place and thus not impact service. Construction of the new structure will be scheduled so as to minimize disruption.
C15	WQ	Paul Dremann Salt Lake City, UT	Trout Unlimited	Avoid any significant construction activity that has a high likelihood of discharging sediment into the river during spawning/rearing time of brown trout - Oct - Feb.	Mitigation measures require the minimization of silt production, especially during fish spawning / brooding periods.
	S			Ensure that removing asphalt from old highway below Hoover slide doesn't destabilize the slide.	Care will be taken to maintain and improve stability throughout the Project.
	M			Adequate angler access - make maximum use of old abandoned highway. Install restrooms and key angler access points. Install/set up a 24-hour "hot line" for the public to report problems. Conduct (formal) bi-monthly project environmental concerns meetings for public input. Do not use all or most of the lawsuit settlement $ for the trail system. The trail folk weren't significant] participants in the legal action. Ensure that the	Thank you. Angler access will be maintained or improved throughout the Project. A public reporting system will be implemented and coordination meetings will continue during construction. The use of the settlement funds has not yet been resolved.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
				"Environmental Project Engineer" has the authority, in writing, to mandate [that the contractor follows BMPs [best management practices] and resolves environmental concerns.	An independent environmental coordinator will work with the Project Engineer to monitor and resolve environmental concerns.
C16	A	Barbara Murdock Heber, UT	Public	I just say go with the design you have if it will be a four-lane divided highway all the way. It is extremely steep on the upper side of the dam and I was wondering what kind of cut you could make on such a steep hill - but go for it. I don't think any traffic control is necessary except for left- and right-turn lanes. The speed should be 60 mph, not the 50 mph it is now on the new part. No one goes 50, not even me. I think way too much emphasis is being placed on trivial environmental issues. No one seems to care about human lives, only some fish or scrub oak. This road [project] has gone on way too long. Build it and get it over with. It is always interesting to me how just a few can rule over the majority, yet in an election the majority wins. I am an EMT with the ambulance [service] in Wasatch County, so I know about the multiple accidents that occur on [Highway] 189 and I see the sorrow and injuries that affect so many. Also, when we go [with] lights and siren [on] down [Highway] 189, it is very difficult for people to move over and let us by - there is no place to pull over. Everyone in Wasatch County would be happy to have you start at our end and work down.	Thank you for your comments. The final highway design will minimize cuts to the extent possible. Speed limits on highways are dependent upon the physical characteristics or geometrics of the road and regulated by the Federal Highway Administration.
C17	A	Mark Walsh Midway, UT	Public	This project is long overdue considering the volume of traffic through the canyon.	Thank you for your comment.
	T			Looks good. I am very happy to see the inclusion of a non-motorized trail! Can this be connected to the lower Provo River trail in the future, and the Heber Valley as well? Plan for non-motorized trails on every road project or rebuild in the future.	Connection of the trail to the Heber Valley is under design now. If sufficient demand develops, a connection to the lower trail may be implemented in the future.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
C18	A	Joshua Orr Heber, UT	Public	[I] like it. I hope the phase from Deer Creek State Park to Heber gets done as soon as possible. Concerned about traffic control, needs to be done well. Seem to have a good plan so far. Concerned about waste getting into [the] reservoir. As long as it is done properly, I think it will be ok. Like the new aliment better. Gets away from river a little more.	Thank you for your comment. The final design will minimize impacts to both the reservoir and the river.
	H			Like it, hope entire project gets completed with minimal delay. I like how you have done this public hearing/open house.	Thank you for your comment.
C19	DC	Patricia Thompson Heber, UT	Public	Put a safety net on [the] sides of [the] bridge for people to jump into if they need to get off the icy bridge quickly. Traffic control was pretty good on the last part of improvements. Don't let the EPA {Environmental Protection Agency] overide common sense. Put deer (animal) tunnels as often as possible. Excellent idea!!	Thank you, the final design will include all appropriate safety measures. Further discussions with the Division of Wildlife Resources are underway to address animal crossings.
C20	A	Alice Hicken Heber, UT	Public	Provo Canyon is beautiful - a good safe road will make some scars - that is OK! We need a good safe road!	Thank you for your comment.
	DC			Concerned about 7% slope near dam.	The slope will be designed to be as safe as possible and within design standards.
C21	A	J. R. Hicken Heber, UT	Public	Our main concern is to have a nice (4) four-lane road that is safe! We need a good road!	Thank you for your comment.
	DC			Concerned about 7% grade near [the] dam. If it could be 4 1/2[%] it would be much better.	The slope will be designed to be as safe as possible and within design standards.
C22	A	Jason Robison Salt Lake City, UT	Public	I am pleased to see the highway being constructed further away from the Provo River in the upper section. I feel this is a wise approach both structurally and environmentally. Although I realize that environmental concerns, such as the impact of the road on wetlands or fish populations, cannot be the sole factor determining which construction plan will be adopted, I'm glad to see that they are identified and considered in the design process.	Thank you for your comment.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
C22	I			Please continue to integrate environmental values such as the impact of construction on wildlife populations (deer and elk), and the effects of construction on water quality, into the decision-making process. Utah is such a beautiful place, the Wasatch Mountains in particular, we must engage in development in a way that preserves our quality of life and natural resources. Overall, from my basic understanding of how the project has been conducted and what will actually be done, I'm hopeful that the construction will go well and have as little an impact on the natural environment as possible. Again, I'm grateful for the NEPA [National Environmental Policy Act] process and believe it's invaluable (and less costly) to integrate environmental concerns into decision making.	Efforts will continue during final design to minimize environmental impacts.
C23	T	Doug Smith Heber, UT	Public	I appreciate that you have included a trail from Vivian Park to Deer Creek Dam.	Thank you for your comment.
C24	A	Norm Eiting Heber, UT	Public	Design and plan look good. 10 years late.	Thank you for your comment.
	G			Comments: Consider *Anticipator Traffic signals at bottom of Provo Canyon and at intersection of Highway 40 and River Road. *(Lights that warn when traffic signal is about to go Red)	Your concern will be directed to the appropriate official.
C25	A	James Kaiserman Heber, UT	Public	Much has been said about the Hoover Slide — comments about dewatering make sense — and about the efforts of not degrading the Provo River with this water. And then we have ± 50-100 septic tank drain fields; who deals with this? We assume a contractor will be able to provide one lane each way while building the other two lanes - that should be no worse than [the condition that] exists today.-	Thank you for your comment.
C25	DC			Talked about a net reduction of material over/around Hoover Slide. How much and where will the spoil pile be? Same for the 135 ± foot cut north of the dam. Where do we put this?	All excess material generated by the Project will be placed on the Deer Creek Dam to improve its stability under agreement with the Bureau of Reclamation.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
C26	A	Howard Ford Wallsburg, UT	Public	I am personally in favor of the proposed design. I have driven this road the past 30 years on a daily basis. And I feel this can't happen fast enough for the safety of the people who drive this road. I also don't feel that the snow shed is necessary. I have only been delayed two times in this area because of a snow slide. I would also like to see the project extended to US 40 as soon as possible. Wallsburg Junction is a real safety hazard. Thank you for the display and time to explain the project.	Thank you for your comment.
C27	A	Ramona Memmott Wallsburg, UT	Public	Road design looks good; questions on what decision will be made on construction [on the] south side of reservoir along [the] hillside. Will be building a house south of Deer Creek main boat ramp entrance and want to make sure access to the highway will be safe. I look forward to seeing the highway widening completed.	Thank you for your comment. Design workshops will be scheduled early in 2003 to provide further information and discussion on design details.
C28	A	Reed H. Bezzant Midway, UT	Public	I have driven Provo Canyon over 55 years almost every day. I like proposed alignment with exception of snow control.	Thank you for your comment.
	DC			A snow bridge would be better in my opinion. Also 7% grade needs to be looked at after crossing dam. Also snow fence could be placed across dam as it [snow] drifts heavily at times across [the] dam. Restrict speed to 45 miles [per hour] and see that it is enforced around dam area.	Avalanche and snow control options will be further evaluated during final design.
C29	A	Ken Von Wagoner Midway, UT	Wasatch County Sheriff's Department	The design looks great. The Sheriff's Department of Wasatch County welcomes anything that will save lives and injury. It looks as if you have done all you can to protect the environment. You can't do a project like this with out some effects - but safety should always be first. The sooner we can get started the better - look at the lives that will be saved.	Thank you for your comment.
C30	DC	G.D. Wimer Heber, UT	Public	Concern at bridge at dam. 6% grade. What mitigation do you have at the bridge over the spillway? Are you considering heating elements to control freezing? The road is curving into the bridge at both ends.	Thank you for your comment. Design workshops will be scheduled early in 2003 to provide further information and discussion on design details.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
C31	A	Bruce Noel Bountiful, UT	Public	Preferred alignment is my choice. The sooner this project gets going the sooner traffic problems will disappear. Safety should be an important driving force of this project. This project should begin spring of 2003, it will provide a much needed economy boost to this area. [Environmental] should be a concern. A responsible contractor should be used. Construction can be done without incident, but again careful selection of a contractor is important. Although we all want to protect the environment I don't see any reason why this project should be held up. [Other Comments/Concerns:] I-15 ahead of schedule and under budget - substantial benefits to tax payers!	Thank you for your comment.
	DC			Considerable thought should be put into selecting the contractor for the job. Low bid is not always the best contractor for the project.(i.e., the tunnel portion of US-189, union contractors have done an excellent job of cleaning up a mess that was made by a non-union contractor). I'm sure the money spent on re-work on that segment was way more than the bid award difference. Use our tax money wisely.	Thank you, we agree that contractor selection will be an important component in the success of the Project.
C32	A	Dell Taylor St. George, UT	Public	I think we have spent enough time, money, and lives on the project for the past many years. Lets get it done. The finished lower part [of the project] has 30% less accidents. It [the road] should be four lane all the way with a good center barrier.	Thank you for your comment.
C33	DC	Julio Rodriguez Provo, UT	Public	Residing at a property that utilizes water from springs that the road will go over, my primary concern is the continued availability and safety of my water. I will be happy to review past agreements with UDOT [Utah Department of Transportation]. My main concern is that there isn't much traffic flow disruption during prime commute times. Also, that there are no lengthy project delays like there have been in the past.	Continued water availability to residents will be an important aspect of the final design. Every attempt will be made to minimize traffic disruptions during construction.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
C34	A	Suzanne Rodriguez Provo Canyon, UT	Public	I like the design. My only concern is the safety of my water supply. We use a spring that runs under the proposed road design. I travel from Hoovers Bend to Heber each morning to work. Long delays would be very inconvenient. Thanks. Do not prolong completing this project. We have lived in the canyon for 23 years and there has always been some sort of road construction going on. We would like to see it end in our lifetime.	Continued water availability to residents will be an important aspect of the final design. Every attempt will be made to minimize traffic disruptions during construction.
	W			Noise and disruption of the natural habitat for animals and birds concern me.	Every attempt will be made to minimize any disruption to wildlife.
C35	A	Robert L. Riddle Midway, UT	Midway Planning Commission	[The] Preferred Alternative makes sense and should include the discussed slumps to be dewatered. Make [an] effort to steepen slopes in order to prevent large cuts and fills. Limit delays as much as possible. Restrict large truck traffic during construction. Far too much concern for fisherman access. They don't want the improved road but they want the access. Far too much concern over the Utah chub. Design appears to lay light on these areas where stream sediments would be affected. Strongly support UDOT's efforts to provide safe travel in an efficient manner.	Thank you for your comment.
C36	A	Francis Smith Heber, UT	Public	Great engineering design - now lets get built. No environmental concerns - human lives are far more important than butterflies. Build A.S.A.P.	Thank you for your comment.
C37	A	Rory Murphy Midway, UT	Public	Very well researched and designed. UDOT should be commended on its thoroughness and preparation. Get the thing built! I am more than tired of the "environmental" arguments regarding this road. The road is unsafe and has needed this upgrade for years. How many people have to get killed before we make the corrections that are needed? Please move forward and let's not delay this any longer.	Thank you for your comment.
C38	DC	Val Lyons Provo Canyon, UT	Public	Safe entry and exit to Canyon Meadows especially left hand turn. Please meet with our community and work with us to preserve our beautiful area - we have been told we will have visits and will be worked with. Call me directly and I will be happy to set up community meetings as I am on the HOA.	Thank you. Meetings will be arranged in the near future.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
	N			Concerned about view of four-lane highway. We want to meet with [the] landscape architect on dense foliage to block view of highway traffic and lights. Sound barriers and control - hearing large trucks, Jake brakes, and view of lights. Value of property - how can this not be detrimental to our investment. How can impact be lessened?	Minimization of noise, light, and view impacts is a major goal of design. Appropriate meetings and discussions will be scheduled soon.
	W			Wildlife concerns - moose, elk, deer how to protect them from traffic and sound of highway. We had a moose hit by a car this week - a mother who left a calf.	In coordination with the Utah Division of Wildlife Resources, the highway will be fenced to prohibit wildlife crossings except at designated locations. Wildlife adapt very well to noise and should not be impacted.
	S			Concern about land's instability, proof that explains this route is more stable than staying on existing road.	An exhaustive study (see Chapter 2) confirmed that the proposed alignment would be more stable.
	T			We need access to [the] recreational trail along Provo Canyon (foot passage safe for families) from Canyon Meadows. There are many families that would use the trail on a regular basis. Please contact me on this concept (of access).	Trail access for Canyon Meadows residents will be included in the final design and discussed at the design workshops planned for early 2003.
C39	A	Bill Baranowski Provo, UT	Public	I like the alignment across the dam.	Thank you for your comment.
	W			I've seen deer kills on fences and gates near Canyon Meadows. I would recommend no new fences and preserve the wildlife corridor.	Wildlife corridors will be preserved with fencing and crossings.
	T			The recreational trails are great. I would prefer them to remain unpaved where possible to make them more for mountain bikers than roller bladers etc.	Since the trails are required to be multi-purpose, the majority of them will be surfaced.
C40	T	Clay Puckett Alpine, UT	Trailrun.com	Support the construction of trailheads for Provo River Trail. Recreation expansion to accommodate hiking, running, hiking, family outings.	Trailheads will be included in the Project final design.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
C41	A	Stan Welsh Orem, UT	Public	I feel that UDOT has done the best in design aspects possible with constraints of geology, topography, and environment. I perceive traffic delays of some huge proportion on all narrow portions of the project. UDOT undoubtedly has plans for mitigating this problem! I do not see that the environmental impact will be more serious than that persisting from the present highway!	Thank you for your comment. Traffic control will be incorporated into the construction plans for the Project.
	S			Hoover slide is not just a water problem - but dewatering may help to slow the movement.	Thank you. All possible stabilization techniques will be included in the design.
	T			It is too bad that a portion of the canyon is too narrow to accommodate a bike and hiking trail. Could something be worked out in conjunction with the railroad?	Not at this time, but future demand could result in use in this area.
C42	A	Shiree Thurston Orem, UT	Orem City	Hope you can keep canyon open at edge of dam to through traffic heading for Heber. Wish it could be widened . . . but understand the difficulty. Concerned about cost and time. I'm happy to see different route at the dam.	Thank you for your comments. Current plans call for maintaining traffic flow to the extent possible during construction.
C43	I	Robin Tuck Provo, UT	Public	The Provo River is heavily used by fishermen. Therefore, the wildlife are somewhat used to human presence. Private property lines the river almost the canyon's entire length. Many of the owners restrict passage through their property, but they use the lands themselves, impacting the environment.	Thank you for your comment.
	T			I am concerned about the lack of a walking path from Vivian Park up to the bridge, where the plan shows a trail head. The lack of a trail will cause bicyclists to use the highway to get to the upper trail. I want more and better access to the prime nature and scenic areas along the river, mostly so I can get to the places birds can be seen. As I walk the trails and paths already in place, I see a lot of use. I would like to see more paths provided. I support the plans to push the trails from city to city, providing a continuous path between destinations (the cities). While I am a bird-watcher, I support multi-use trails. I am concerned about acquiring right-of-way through the private property in the canyon.	If sufficient demand develops, a connection to the lower trail may be implemented in the future. The trail planned in this Project can be expected to provide considerable additional recreational access in the corridor. Right-of-way acquisition for the trail will be initiated in the near future.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
C44	DC	Vern Keeslar Provo	Public	When replacing the Heber Valley Historic Railroad Bridge, make sure new design incorporates current colors and aesthetics.	Due to some design changes, the railroad overpass will not be removed.
	T			Keep trail away from railroad tracks for safety.	The trail will avoid the railroad through most of its length.
C45	A	Andrea L. Forsyth Orem, UT	Alpine School District	I think that this looks great.	Thank you for your comment.
	R			I am concerned about large trucks and this canyon. Has anyone looked at an alternative truck route?	Due to federal regulations, the restriction of trucks from the canyon is not feasible.
C46	A	Dell Taylor Provo Canyon, UT	Public	It's a point of safety for Kamas, Heber, and Vernal, and any other people that use the road. Its been 15 years too long in the making; 10 times more expensive because of it. Let's get it done.	Thank you for your comment.
C47	A	R. E. Bailey Heber, UT	Public	I was impressed with the proposed route changes, especially at Deer Creek Dam. The fill will provide support for the dam as well as providing a straighter road across the canyon. Minimal environmental impact. Too much time and money spent on study and report!	Thank you for your comment.
	DC			Quicker results for less money could be achieved by improving [Highway] 189 from Heber to Wallsburg - and traffic improvement in this section could be enjoyed while the time consuming and expensive section is being completed.	We appreciate the suggestions to start with the upper section but are committed to completing the most challenging portion to address the traffic and safety needs.
C48	T	Darrell Cook Orem, UT	Mountainland Association of Governments	The trail in Provo Canyon needs to be continuous. The missing mile (not being separated from the road) represents a major setback for the non-motorized linkage of entire loop connecting Provo to Heber to Coalville to the Wasatch Front and back to Provo. Putting any segment of the trail on the highway, without at least concrete barrier separation, is putting people next (within 2-3 feet) to 50-mph design speed and 70-mph common speeds. This represents a significant risk to the health and safety of the trail users. It will undoubtedly reduce the use of the trail to a significant extent. Please see what you can do to better protect the non-motorized trail user in this portion of the trail.	If sufficient demand develops, a connection to the lower trail may be implemented in the future.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
C49	A	Iris Eaton Heber, UT	Public	Enjoyed the displays at the hearing. Traffic can be held up for several hours when an accident occurs between the Charleston Road and Highway 189. There are two spots on [Highway] 189 that never get sun in the winter and remain icy and hazardous. An alternate route, other than through SLC, would be great. (1) A road on the west side of the reservoir may alleviate the necessity of a four-lane one on the east side. (2) If Cascade Springs Road could be paved, it would be helpful in an emergency. Perhaps a combination of (1) and (2) could be worked out. See email sent 5 Nov. 2002.	Thank you for your comment. As noted in the document, a wide variety of alternatives have been investigated over the years. The proposed alignment best meets the purpose and need of the Project.
C50	A	Norm and Heather Rollingson Provo Canyon, UT	Public	Cost was the message we received at the hearing. Yet we already have two existing road beds. Why not use existing road bed for east bound traffic and haul road bed for west bound. Is this not the simplest and most economic. This also reduces Canyon Meadows concerns by 50%. A win-win situation.	A detailed Value Engineering study (described in Chapter 2 and reproduced as Appendix D) determined the components of the Preferred Alignment based upon cost, geometrics/safety, geotechnical/maintenance, environmental, construction, traffic control, and public comment considerations. A split alignment as you suggest was considered but not selected.
	DC			Access and egress for Canyon Meadows is a big safety concern. We would now be dealing with a high speed 4 lane. Underpass is a must.	An improved and much more functional access for Canyon Meadows will be included in the final design.
	W			Canyon Meadows is a winter refuge for 150-200 elk. For the last several nights the elk have bedded down on the easement known as the haul road. Yet I see no plan for impenetrable fencing. With the implementation of a high speed highway with interstate trucking, this is a formula for disaster. This is their habitat. Needs re-thinking.	In coordination with the Utah Division of Wildlife Resources, the highway will be fenced to prohibit wildlife crossings except at designated locations. Wildlife adapt very well to noise and should not be impacted.
	R			Interstate trucking on a high speed highway next to a key water supply reservoir is a concern. Is there any plan for hazardous goods and speed restriction for trucking?	Trucking of hazardous waste through the canyon is currently not restricted and will remain so. Truck speeds are determined by design characteristics or geometrics of the roadway in accordance with federal law.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
Electronic Mail Comments					
E1	I	Stephen Kroes Cedar Hills, UT	Public	UDOT has, in the past, said that this highway needed widening to accommodate truckers moving from Wyoming to I-15 South, heading to Las Vegas and such. But why would we Utahns care enough about facilitating the delivery of freight to Las Vegas to destroy one of our own precious natural assets? Provo Canyon is far too valuable as a natural resource to pave it over just for the sake of interstate trucking. The truckers should be forced to go around the canyon, through Salt Lake City. UDOT is selling Utah's birthright for a mess of pottage. Let's think long term about our stewardship for the natural world around us. The old two-lane road up the canyon, with the trees arching over the road, was one of the most beautiful places to drive I've ever known. It's gone now, but we shouldn't make it worse by furthering the damage. Provo Canyon is one of Utah's jewels. It is a world-class trout fishery, which I have enjoyed fishing for almost 20 years. The highway expansion performed in the 1980s was devastating to the character of this beautiful canyon. I was dismayed at the time to read in the newspaper that a judge had ruled that UDOT could not build a four-lane highway in the canyon, and UDOT successfully argued that the new highway was not a four-lane highway but instead was a two-lane highway with continuous passing lanes. Somehow, this technical definition sufficed and UDOT was permitted to build. This kind of bureaucratic definition-smithing causes citizens to lose faith in their government; it is public policy that lacks credibility but is merely opportunistic. I am a conservative voter, but I do not approve of UDOT's disregard for its impacts on the environmental and aesthetic treasures of this great state. Our leaders bend over backwards to oppose "big government" except when that big government wants to build a highway. We can hardly make a backcast anymore without fear of hooking a big-rig truck. That's a shame.	Thank you for your comments.

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E2	A	Mary Mealing San Clemente, CA	Public	What is the proposed design for traffic flow from Canyon Meadows to the new section of road?	Improved access with turning and acceleration lanes will be provided.
	N			I have concerns about the amount of noise that will affect the Canyon Meadows Development as we own a home there. Does the current plan allow for any noise barrier? If so what is the design? Will this northern diversion include all lanes, or only two lanes of the proposed four? Is everything being done to minimize impact from visual and noise pollution on the Canyon Meadows development? We are concerned about the quality of living in this development as well as the impact to property values.	Noise generated by the proposed highway will not exceed noise abatement criteria. Vegetative barriers for noise and visual impact reduction will be discussed with the homeowners in the near future. The proposed alignment near the Canyon Meadows area will include a four-lane section.
	W			What safe guards are inherent in the plan to limit impact on the herds of elk and deer that frequent Canyon Meadows?	In coordination with the Utah Division of Wildlife Resources, the highway will be fenced to prohibit wildlife crossings except at designated locations. Wildlife adapt very well to noise and should not be impacted.
E3	A	Shersta Tucker Provo Canyon, UT	Public	Our community is a gated community, we all pay to have that little bit of security for our families. Running a highway through the middle of our neighborhood diminishes our security and causes added problems for the families with small children that live here. The existing turnoff is already scary, with cars whipping by at speeds up to 60 mph, and now you want that within a few feet of our homes?	The proposed highway alignment will be located approximately one-half mile from the Canyon Meadows community.
E3	W			Last night a moose was hit and killed on the highway just past the horseshoe bend area. Today I saw another, wandering along the highway. The wildlife in this canyon is already subjected to so much - what steps have you taken to protect the hundreds of elk and deer that find water and shelter in the spot where you intend to build the new highway? They have precious little left of their natural habitat, and the existing highway cuts off their water supply from Provo River. Would you take this safe haven away from them, too?	In coordination with the Utah Division of Wildlife Resources, the highway will be fenced to prohibit wildlife crossings except at designated locations. Wildlife adapt very well to noise and should not be impacted.

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E4	DC	Ronald B. Jones Lindon, UT	Public	Have you considered running the highway through a tunnel that would enter the mountain near the east end of the dam and exit at a point just south of 25+000? I realize that a tunnel is costly, but it would drastically reduce the amount of cut and fill required along the steep edge of the reservoir and the necessary retaining walls. It would also solve the avalanche problem by keeping the highway safely inside the mountain. This will help maintain the natural beauty of the site by reducing the amount of retaining walls. I have driven along this highway on a regular basis and have felt that this would be an excellent solution to the problem of running a four-lane divided highway along the narrow edge of the reservoir.	The cost of a tunnel and the difficulty of constructing one near the dam preclude this option. Current plans call for the construction of soldier pile walls along the edge of the reservoir to considerably reduce the amount of cut and other impacts.
E5	S	George Karlsven Provo, UT	Public	A four-lane road might be necessary, but I am unsure about the ability of the engineers to stabilize the mountainside. They thought they knew what they were doing with the cuts made several years ago through the stretch above Wildwood. However, all they did was completely destabilize the entire mountain section. I do not understand how cutting further back into the mountain to move the road away from the river is going to make the mountainside more stable. It seems obvious it will only make things much more unstable. Therefore, I am opposed to this project, no matter how great the benefits. Creating more instability will not do any one any good. I simply have no faith that the engineers have any better understanding of how to do this construction without creating more problems than they solve.	Thank you for your comments. A substantial amount of additional analysis conducted for the Project indicates that the Project can be constructed as planned without destabilizing the area and actually result in improved stability.
				The past history of this project shows that no matter how many studies may be completed, the "professionals" simply do not have the knowledge and skills necessary to do this project. Therefore, they should stand back and do nothing for the time being.	

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E6	A	Curtis Bianco Bountiful, UT	Public	Go ahead and widen the road, lives are being lost now and it will only get worse as population increases.	Thank you for your comment.
E7	A	Boyd Cobbley Provo, UT	Public	I'm one of the silent majority, but I speak now. I have waited for over 45 years, since I was a small boy living in Heber City, for that "damned" road to be improved. To not improve the road, and bring it into modern design standards to accommodate the increasing population and traffic in this area, would be socially irresponsible. To not address these additional areas certainly minimizes the benefits of the improvements already made. Do the opponents of this project think that the traffic and population will simply go away if nothing is done? Do the best you can to maintain the aesthetic beauty of the canyon, but press on with the best plan you can afford. I lost a grandmother in a wintery night accident in this canyon some years ago and know many others who have suffered similar loss. I hope the work can begin soon and wanted you to know of my support.	Thank you for your comment.
E8	A	Phillip R. Kunz Provo, UT	Public	Build it. We have waited for several decades for this project. I am ready to pay more taxes to fight the environmentalists who keep stopping the project or even make a cash contribution to fight them in court when they find a judge who wants to stop the project. Build it, please.	Thank you for your comment.
E9	A	Tom Lyon Provo, UT	Public	The idea to move the road up and away from the river through the Hoover Slide area seems to be a good one. I have lived in Provo for almost 30 years and have seen firsthand the yearly efforts to keep the road open through this area. There is no question [that] the road MUST be improved. Keeping it near the river is only asking for further problems. Move it higher. The increased safety of the sections already completed cannot be overstated. Please do the same for the remainder, and move the road to the most easily-maintained location. Good luck.	Thank you for your comment.

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				I think the concerns of Orem about increased truck traffic are nonsense. That argument has been used to delay this project ad nauseam. Do they not understand that 8th North is an access route to the freeway? Have they missed the fact that numerous trucks already use the road and have a right to continue to do so. Please disregard this argument and FIX THE ROAD!!!!! The damage is already done. Move the road away from the river.	
E10	A	Steven Thayne Orem, UT	Public	Couldn't the cuts and fills required be less if the four lanes were not always kept together? Like in the Canyon Meadows area, could two of the lanes be higher up then the other two? Seems like it would be safer also. BTW [by the way it] seems like something needs to be done about the little pieces of wood that are currently supposed to keep the traffic from crossing over into opposing traffic in the lower Provo Canyon . . . you are going to do something more substantial and safer than that this time around aren't you? I like most of what you have proposed, but I'd really like to see the right-of-way much wider so you can make it look better, be safer, mitigate the size cuts and fills, and avoid ugly walls/guard rails between opposing traffic by using natural looking medians between opposing traffic.	See response to C50, above, regarding a split alignment through Canyon Meadows. A split alignment in the Horseshoe Bend area has a variety of advantages and will be included in the design. Median treatment is also under review. Right-of-way width has been minimized to the extent possible to minimize environmental impacts.
	DC			What will be done to keep traffic from crossing over into opposing traffic, since it doesn't appear there is any separation median (like we see on freeways or the road from Heber to I-80)? Wouldn't it be better to widen the right-of-way and use median for safety? Also, I think roads look better and seem to have less of an environmental scenic impact when there isn't a wall or guardrails separating opposing traffic. A wide median with natural vegetation seems much more appealing and looks like much less of an impact then having unnatural walls or guard rails sticking up.	Median treatment in the corridor is currently under review. See above regarding right-of-way width constraints.

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				It doesn't appear [that] there is any separation median (like we see on freeways or the road from Heber to I-80). I think in some areas the cuts and fills required to keep the four lanes on the same level might be less - or appear so in that there would be three smaller ones instead of two big ones. Wouldn't it be better to widen the right-of-way and use median to lessen the environmental impact? I think roads look better and seem to have less of an environmental scenic impact when there isn't a wall or guard rails separating opposing traffic. A wide median with natural vegetation seems much more appealing and looks like much less of an impact then having unnatural walls or guard rails sticking up in the middle of the road. From an environmental standpoint isn't this (hope this comes out the same way it put it in) __ __ \ better than this \ __|__ \ \ on a hillside?	
E11	I	John E. Jones Park City, UT	Public	The project now has the look of : "OK, we've got $ __ million dollars to spend by __ date and if we don't get something started by __ date we're going to loose it all, so, let's get started tomorrow, we can always draft up some plans if someone insists on viewing the same . . . Provo Canyon is one of the real jewels of the northern part of the state. Much of its charm and "close to nature" personality has been lost to the generations to follow. Stop all construction and send all the 80 mph 16 wheelers to Spanish Fork Canyon before all is lost.	Thank you for your comments.

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				Save what's left of the river and stop ripping up the mountains so a few union workers can have a few years wages and out-of-state truckers can save a few minutes between their West Coast and East Coast destinations. Don't Utah Lake and the air quality in Utah County stand testament to what happens when the environment is ignored for short-term private interests? Stop construction and spend any remaining dollars on repairing the ugly scars put upon one of Utah's most magnificent works of nature.	
	R			Restrict all canyon traffic to passenger vehicles.	Truck traffic in the canyon cannot be restricted by Federal law.
E12	A	Don Olsen Spanish Fork, UT	Public	Good job on the realignment - especially across the dam. New road good - very good. More large truck traffic bad - very very very very bad. Build it fast! How much is a human life worth?	Thank you for your comments.
E13	A	John E. Miller Lehi, UT	Public	I appreciate the extent the designers have gone to protect the environment of the canyon. I hope that the safety of the traveling public will be the #1 criteria in the design.	Thank you for your comment.
	DC			I think the textured walls in the canyon are fabulous. If there are additional walls in the new project I would hope the textured walls would be a top choice for designers. I would like to see a center median barrier similar to the one installed at the mouth of the canyon. After seeing all the tire marks on that barrier from vehicles losing control I see the benefit to having it installed throughout the entire canyon.	Thank you for your comments. It is expected that other walls in the canyon will be treated similarly. Median treatment in the corridor is currently under review.
E14	A	Andrew Rosenvall Provo, UT	Public	Overall the design seems good, it avoids the area where the roadway is slowly sliding into the river and thus has new cracks every year. It's not so elaborate that it doesn't bridge the river	Thank you for your comment. The posted regulatory speed limit of the new highway will be 50 mph through the entire area, the same

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				multiple times in order to further straighten the road. It's very simple and highly acceptable. Will these improvements allow for a continuous speed limit on this length of road after it is improved?	speed as the lower canyon. There may be some advisory speed reductions for specific locations, such as curves and bridges, also consistent with the lower canyon.
	S			I noticed on map 2 it shows a very substantial cut into the hillside and then I saw a label on the uphill slope of a "Hoover Slide." I didn't see any mention of special reinforcement to stabilize this specific region. Considering the other slide areas of the canyon, this issue is troubling. Please clarify this.	Stabilization of the Hoover Slide along the alignment is a major design issue. The design workshops planned early in 2003 will present additional detail in this regard.
E15	DC	Jeff Brown Sandy, UT	Public	"It sounds like this improvement will provide a safer shoulder for bicycles to travel further up the canyon. The shoulder on the road leading up to the tunnel is terrible for cyclists and the new shoulder should try to avoid the same mistake. The problem with the shoulder from the mouth of the canyon up to the tunnel is the position of the grooves that are designed to warn motorists that they are leaving the right lane and entering the shoulder. These grooves are currently in the center of the shoulder and there is little room for cyclists on the right side of these grooves. As such, cyclists generally ride on the left of the grooves, which is closer to the traffic in the right lane. I recommend you put the grooves closer to the left side of the shoulder and make the grooves narrower to increase the room on the right side. This would	UDOT's standard design specifications require that rumble strips be spaced from 0 to 12 inches from the traffic lane and be 6 to 12 inches wide, dependent upon the width of the shoulder. Preliminary design plans include a shoulder width of 8 feet through most of the Project, resulting in a minimum 6-foot width between the rumble strip and the outside of the shoulder. Narrower shoulders, down to 2 feet, will be required in the few sections with acceleration and deceleration lanes near accesses. The width of the shoulders beyond the rumble strip in those
				encourage cyclists to ride on the far right of the shoulder and make it feasible for them to do so. Currently, the far right side of the shoulder doesn't generally give a cyclist enough room for error so they end up riding closer to the traffic to avoid the grooves. I will note that on one stretch of pavement just before Vivian Park the grooves are better for cyclists as they give more room on the right part of the shoulder."	sections would progressively reduce down to a minimum of 1.5 feet for short distances. Specific locations of those sections can be discussed further during the planned design workshops.
E16	DC	Sven Johannessen Provo, UT	Public	Same comment as E15 above.	Please see response to Comment E15.

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E17	DC	Mark Peterson Provo, UT	Public	Concerning the widening of the Provo Canyon highway from the Sundance turnoff up to Deer Creek, I would hope that the grooves on the side of the road, the wake-up the dead grooves, be placed in such a way as to make it easier for bicyclists. In fact, in all your road planning, I would hope you consider the bicyclist. There are more and more of us; we are friendly to the environment, but some drivers hate us because we are forced into the edge of the traffic lanes by poorly designed roads.	Please see response to Comment E15.
E18	DC	Mark Zimbelman Provo, UT	Public	Same comment as E15 above.	Please see response to Comment E15.
E19	DC	Mark Widmer Provo, UT	BYU Cycling Club	Same comment as E15 above.	Please see response to Comment E15.
E20	DC	Scott Zimmerman Orem, UT	Public	As a cyclist, I find that the warning grooves on the sides of the road are very bicycle unfriendly. I now have to ride in the road, or at least very close to traffic, because of the grooves. Could you please consider (a) making the grooves narrower (like half their current width) and (b) placing them on the left edge of the shoulder so that we cyclists can ride to the right of the warning grooves? I'd love to see the problem fixed from the mouth of the canyon up to the Sundance turnoff; but at [the] least, as you widen the road from the turnoff to the dam, could you consider this request in designing the warning grooves. Thank you.	Please see response to Comment E15.
E21	DC	Allen Parcell Orem, UT	Public	Same comment as E15 above.	Please see response to Comment E15.
E22	DC	David Cardon Provo, UT	Public	I am a bicyclist and find that many roads are unsafe because there isn't a wide enough shoulder. It would be nice if the roads were designed to make it easer for cyclists to safely use them.	Please see response to Comment E15.

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E23	DC	Rodney Boynton Orem, UT	Public	Several of my cyclist friends have made comments and suggestions regarding the "warning strips" that are built into the concrete shoulder to the right of the outside lane of traffic. I wish to support their recommendations and urge your most serious consideration to alter the placement of the noise strips, placing them more toward the left side of the concrete shoulder and allowing more room for safe cycling up the canyon. Thanks for understanding our concerns.	Please see response to Comment E15.
E24	DC	Jared Sommers Payson, UT	Public	Mark Zimbelman commented: (same comment as E15 above) I fully agree with this suggestion and hope you make these changes to allow cyclists a safer alternative to riding so close to traffic. Thanks.	Please see response to Comment E15.
E25	DC	Cale Wester Provo, UT	Public	Same comment as E15 above.	Please see response to Comment E15.
E26	DC	Gardner Kearlsey Provo, UT	Public	Same comment as E15 above.	Please see response to Comment E15.
E27	DC	Eric Bowman Provo, UT	Public	Same comment as E15 above.	Please see response to Comment E15.
E28	DC	Mark Cusick Provo, UT	Public	Make a path on the far right section of the road where cyclists can have a small area to ride without having to travel over the deep cuts in the concrete.	Please see response to Comment E15.
E29	DC	James Hansen Provo, UT	Public	Is there any way to eliminate or reduce the grooves on the shoulders? I am not sure how many drivers' lives have been saved by them, but they are surely a hazard for bicyclists. If one rides over them, there is risk of losing control or getting a flat. If one tries to ride to the left of them, he is elbow to elbow with auto/truck traffic. If one rides to the right of them, he is in the midst of broken glass, gravel, and other trash. If the only purpose of the shoulder is to keep drivers from drifting into limbo, then perhaps the road should be paid for by automobile users (tolls).	Please see response to Comment E15.

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E30	DC	Robert Williams Orem, UT	Public	Same comment as E15 above.	Please see response to Comment E15.
E31	A	Garett and Cathy Muse Lehi, UT	Public	It is time to finish the project and somehow stop the environmentalist's constant delays. The project so far looks great and does not detract from the canyon. Most of us who grew up in the area, like my wife and I, know of many accidents and deaths that occurred in the canyon. Thanks for doing something to help and make life better for us all. You have at least our votes to continue. On the other hand, the road closures and merges for this weekend on I-15 were a joke and again, poorly planned. These types of continual mistakes are what give you a bad name.	Thank you for your comment.
E32	DC	Unknown UDOT Web Respondent	Public	UDOT is widening the road up Provo Canyon from the turnoff at Sundance to Deer Creek. Mark Zimbelman just commented on their web site to suggest that they don't do the grooves in the road like they did on the road up to the tunnel. Here is his comment: (Same comment as E15 above). I agree with the above statement and ask for serious consideration to be given to this issue. I have biked on the Provo Canyon Road during the day and at night and it is a serious safety issue for cyclists.	Please see response to Comment E15.
E33	DC	Aaron Zimbelman Provo, UT	Public	Same comment as E15 above I agree with this comment and feel that the proposed changes would indeed improve the safety and quality of cycling in the canyon.	Please see response to Comment E15.

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E34	G	Robert L. Peatross Payson, UT	Public	Driving through Provo Canyon recently I noted that the concrete median barriers that used to be in place from about the tunnels, or Sundance turnoff, down to the mouth of the canyon have been removed. I hadn't noticed their absence before. I don't understand why such an obvious safety enhancement was removed. I had always believed they were an excellent and absolutely essential safety feature for this highway. Now that it's a high-speed road, and carries more traffic than ever before, a solid barrier is more essential than at any time in the past. When winter sets in, and the roads become icy, there will surely be traffic fatalities that would have been prevented had the median barrier remained in place. Who wants that liability? For the sake of everyone who travels this highway, restore a barrier in the median! A solid concrete barrier of the type used on I-15 along the newly upgraded Provo stretch, with appropriate breaks to accommodate local needs, is highly recommended.	Median treatment in the corridor is currently under review.
E35	G	Iris Eaton Heber, UT	Public	UDOT removed a good, safe passing area going southwest immediately down from the dam. Please consider reinstating this ASAP by removing the double line in this area. UDOT missed an opportunity to make Highway 189 safer when restriping it northeast of the Olympic parking areas. A left-turn lane is greatly needed at the Industrial Parkway intersection (going northeast toward Heber). Cars passing to the right have to pull onto the shoulder - hazardous ! Traffic is increasing here due to housing developments.	Thank you for your comments. They will be forwarded to the responsible person.
E36	A	Robert Wren City, State Unknown	Public	1- While attending the Provo Canyon hearing in Heber last month, I was favorably impressed with the proposed change at the Deer Creek dam site. I would strongly encourage making this the next stage of construction, if at all possible. It seems to me that this might be the most important and helpful phase of this project as well as perhaps the least controversial(??).	This area will be included in the next planned construction Project in the canyon.

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	G			2 - I mentioned to one UDOT representative the glaring lights that can seen from the dam facility while passing the Heber Railroad bridge. They are very distracting and, in my opinion, potentially dangerous. I just wondered if anyone had looked into the situation.	Thank you for your comment. It will be forwarded to the responsible person.
E37	A	Sam Allen City Unknown, UT	Public	I am a commuter between Provo and Heber and I am regularly frustrated by the slow pace of construction in Provo Canyon. I know much of this is due to environmental opposition but I can't help but wonder if there are things that could be done to speed up the process anyway. Specifically, why doesn't UDOT start construction on the Heber to Deer Creek Dam segment if the rest of the Provo Canyon project is being held up? It seems to me that this would get the majority of the construction done while only leaving a very small section of the road as a bottleneck. I am not a civil engineer so I don't know if this is feasible, but I'd be interested in hearing whether this idea has been considered before and whether it could be implemented. I appreciate the work you've done so far and a relative of mine who lives in the Bay Area remarks every time he flies into town that he wishes that California could make roads so nice.	Thank you for your comments. We appreciate the suggestion to start with the upper section but are committed to completing the most challenging portion to address traffic and safety needs.
E38	DC	Helen Hall Provo, UT	Public	If you go ahead with this detrimental plan, please consider straightening out our loopy access. Can't you shorten our road at our entrance which will lessen our maintenance and reduce our longer drive to get down canyon? This is a terrible way to try to save money when you could stay down below without causing nearly so much trouble.	A new Canyon Meadows access will be provided with improved entrance and exit from the highway. The new access (see Sheet 5, Appendix E) will shorten the total length from the road to the development by more than one-half.

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	N			The noise, the lights, the distraction, the privacy all have a great negative impact.	The Project designers are in the process of scheduling meetings with the Canyon Meadows homeowners to discuss the best approaches to minimizing visual and other impacts from the highway. Noise effects have been analyzed and will not approach or exceed the noise abatement criteria.
	W			You have not even mentioned the large elk herd — sometimes 150 — that winter in Canyon Meadows. You've made no adequate provision for them. They have thrived here better each year in the last 15 years I have lived here. They will lose their fall mating and wintering grounds, and we will lose the pleasure of having them and the many deer and several moose that feed and sleep and mate here.	In coordination with the Utah Division of Wildlife Resources, the highway will be fenced to prohibit wildlife crossings except at designated locations. Wildlife adapt very well to noise and should not be impacted.
	S			I am very concerned about having you cut into the old slide across Canyon Meadows. It can't help but destabilize it, and the impact of the construction and the highway is tremendously damaging to a large number of families building and those of us who already live there.	Recent analyses agree that the Hoover Slide will be more stable with the highway on the proposed alignment than at its current location.

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Mailed Comment Letters					
L1	A	G. Hugh and Carolyn Allred Provo Canyon, UT	Public	The risk of activating the landslide, the ruin of a wildlife sanctuary, and the negative impact on Canyon Meadows homeowners is too high a price for placing the highway through Canyon Meadows. Therefore, we recommend the second highly rated option, the SEIS alignment with the road cantilevered at horseshoe bend. In addition, it is likely that building an appropriate drainage system under the roadbed, below Canyon Meadows, would move this option to the number one preferred ranking.	A detailed Value Engineering analysis (see Appendix D) resulted in the selection of the Preferred Alignment. We have continued to review that decision and also engaged an independent consultant to conduct a geotechnical peer review of the alignment, and are confident the Preferred Alignment is the best possible alignment.
	N			The proposed highway through Canyon Meadows would implode this community with raucous highway noise and destroy the peace, tranquility, and serenity of this unique human and wildlife community. It would ruin the pristine view, lower real estate values, and possibly trigger the slide to movements whose consequences would be catastrophic to animals and humans alike.	Any increase in noise at Canyon Meadows would not approach or exceed the noise abatement criteria. Although the highway will be slightly noticeable, the existing view and property values are not expected to be significantly impacted over time.
	W			Canyon Meadows is a sanctuary for many forms of wildlife. It is home to elk, moose, deer, foxes, cougars, coyotes, racoons, skunks, and weasels. Many birds are found here. Among them are hawks, golden eagles, bald eagles, owls, and numerous smaller birds. Sandhill cranes nest and raise their young here. A covey of over sixty wild turkeys live, feed, and breed here year round. It is the winter feeding and breeding ground of a heard of over two hundred elk, large herds of deer, and many additional animals. Bull elk can be heard bugling and seen rounding up cows during the rut. We watched a magnificent pair of moose in their courtship on the meadow this fall. In the early spring we have regularly seen large numbers of cow elk on the meadow nursing their calves. We have watched baby foxes playing and frolicking around their den and also have seen their mothers nurse them. We have witnessed these most astonishing,	The Utah Department of Wildlife Resources has been a regular and constant partner in the development and impact assessment of the Project. The variety and extent of wildlife presence in the area is acknowledged, but the Division has determined (see 7/21/00 letter, Appendix G) that, with the incorporation of game-proof fencing and appropriate crossings, the new highway and associated construction should have minimal impacts to wildlife species. They do acknowledge the potential displacement of some sandhill cranes and wild turkeys, but they have previously noted that adequate habitat exists in the near vicinity for any

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				wonderful sights and photographed many of them. Canyon Meadows was purposely designed to revere and protect the wildlife. The existing open common area will always remain open without buildings and is structured to avoid disturbing the natural trails of the wildlife Perimeter fences are not allowed. Dogs must be contained at all times so they do not disturb the wildlife. Hunting is not allowed. The highway slicing through Canyon Meadows would decimate this valuable feeding and breeding wildlife sanctuary.	displaced individuals. Nearly all previous studies have reported that highway disturbance on wildlife species is very short-term and that they tend to adapt to that disturbance more readily than to human presence, as apparently has been the case in the development. It is expected that the wildlife values you cite will continue to be present with the new road.
	S			Canyon Meadows is a development on an old landslide. The portion of the slide that is under the Canyon Meadows development is stable at the present time but, as with any slide, no one can guarantee that it will remain so. UDOT has already destabilized the slopes below Canyon Meadows and now plans to relocate the highway on the stable portion that is located within the Canyon Meadows development. We believe that the construction and resulting heavy traffic would ultimately result in disturbing and reactivating the slide. Activating the slide would be catastrophic to the twenty-two families who currently reside full time in Canyon Meadows and potentially negatively impact all eighty-four platted lots that will be built upon. In addition to the damage to Canyon Meadows residents, movement of the slide would damage the new highway and probably Provo River.	Recent analyses agree that the Hoover Slide will be more stable with the highway on the proposed alignment than at its current location. Detailed design efforts to minimize any risk of instability from the new highway are currently underway to insure that stability remains.
L2	A	Dee and Willadean Olsen Provo, UT	Public	We believe that UDOT, in the public hearing on Oct. 16 & 17, has selected the most convenient option of those previously presented. We believe that good engineering will allow the highway to follow its present course and we ask you to rethink the options.	Please see response to L1 above
	N			. . . as well as the vehicles lights shining on the subdivision.	Designers are currently analyzing various methods to minimize the visibility of vehicle headlights from the highway. This matter will be discussed at the forthcoming meeting with the Canyon Meadows residents.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
	W			There are many types of wildlife in the area that will cause property damage and personal injury to those traveling the highway. This will definitely upset the wildlife habitat.	Please see response to L1 above.
	S			This latest selection with out question will have the greatest impact on Canyon Meadows, which has a history of slide concerns as referenced by UDOT's letter to Wasatch County requesting information about the total build out in this area. Any earth movement that could change the drainage system or destabilize the potential slide conditions is of great concern to us.	Please see response to L1 above.
L3	A	Ronald M. and Kristin G. Spears Provo Canyon, UT	Public	We'd like you to seriously consider an alternative that we feel would be much better for preserving the beauty of the canyon, preservation of the wildlife, and minimal disruption of the lives of the canyon residents. If you were to keep the highway low and move it across the river at [the] horseshoe bend, it would eliminate all of the above problems and also eliminate the need for an expansive bridge at the dam. We have felt in the past like our concerns have fallen on deaf ears and hope that you will re-evaluate your plan based on the high impact they would have on our development and the canyon wildlife if you proceed with the proposed plan.	Please see response to L1 above. Please realize that moving the highway across the river would be highly impactive to the river, wildlife habitat, and wetlands; require an even larger bridge to cross the river; and necessitate tremendous expenditures to reach the crest of the dam and join the existing highway.
	N			Canyon Meadows is a meadow surrounded by mountains. Because of this, there is a "bowl" effect and when someone is hammering, yelling, etc. across the meadow, it tends to echo and we can hear it very clearly. Moving the highway up to the level of the meadow would not just increase the noise to a normal level, but would be much noisier because of the "bowl" effect existing here already. One of the things we love most about the meadow is that we're away from the lights of the city and we can see the stars clearly. Most of the homes have many and large windows facing the south side of the meadow to take advantage of the view. Moving the highway up on the meadow will destroy this feature and will	Any increase in noise at Canyon Meadows would not approach or exceed the noise abatement criteria. Although the highway will be slightly noticeable, the existing view and property values are not expected to be significantly impacted over time. Designers are currently analyzing various methods to minimize the visibility of vehicle headlights from the highway. This matter will be discussed at the forthcoming meeting with the Canyon Meadows residents.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
				even cause several of us to have headlights shining into our windows at night. There are several people up here who are here for health reasons and MUST be away from the smog in the city. We've noticed that since the first phases of the highway have been completed, there has been a large increase in traffic, including many more semis traversing the canyon. We've been fortunate not to experience much of the inversion problems that exist closer to the river. We expect traffic to increase even more as you continue to widen the highway. By bringing the highway up on the meadow, you will bring the smog to our doorsteps and cause hardship to these residents. Being isolated in the canyon can pose a danger to those of us living here (and the wildlife) from unwanted intruders. With the highway being along the river, most travelers are unaware that there is a development here, and we've enjoyed much privacy. This is one of the "selling points" of Canyon Meadows. We're very upset that you would be taking this away from us. For all of the above reasons, we feel that the highway will drastically decrease the value of our homes and destroy the whole purpose of Canyon Meadows.	Traffic data (see Chapter 1) indicate that vehicular use of the highway has increased annually, and will continue to do so, with or without the improved roadway. As noted in Chapter 1, approximately six percent of that increase in traffic can be attributed to the improvement of the highway. Smog conditions along the new highway can be expected to be better than those on the existing because of the higher elevation and greater distance from the river. A variety of security measures will be provided to Canyon Meadows by the Project. These will include complete fencing of the highway right-of-way, an improved gate, and screening landscaping.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
	W			One of the unique features of the meadow is its wildlife sanctuary. It is the home of large herds of elk and deer, moose, foxes, small animals, and many birds, including the sandhill cranes and wild turkeys. The glare of headlights on the meadow, the loss of the pond, the traffic noise, and the proximity of the highway to the meadow will scare our abundant population of wildlife away from a sanctuary they've been accustomed to and enjoyed for many years. We were told by on of your representatives that the highway will do less to harm this than the increase in the population on the meadow, but we heartily disagree! The development was designed to keep the houses around the perimeter of the meadow, leaving the animals access from the mountains and plenty of room to continue to dwell here. Having lived here for nine years, we haven't seen a decline, but rather an increase as the wildlife population has become more comfortable with our presence. Putting the highway through the meadow will destroy this.	Please see the response to L1 above.
	S			We believe that cutting into the slide area and having a steady flow of heavy traffic on it will destabilize the slide. Although we expressed this concern and were assured that moving it up the hill will stabilize the slide, we have witnessed with the previous phase of Highway 189 several errors in the judgment of your engineers and do not believe that to be the case. The natural drainage will be upset by the road and will impact stability.	Please see the response to L1 above.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
L4	WQ	Mike Wilson Sandy, UT	Metropolitan Water District of Salt Lake and Sandy	The Metropolitan Water District of Salt Lake and Sandy (District) hereby submits written public comment or concerns related to the above-mentioned project. As you are aware, the District has a keen interest in Deer Creek Dam, the Salt Lake Aqueduct, and other related facilities in Provo Canyon. This interest is driven by the District's ownership and maintenance responsibilities in these water facilities. The District's ownership can be characterized as direct ownership or ownership via relationships established with the U.S. Bureau of Reclamation and/or the Provo River Water Users Association. Specific concerns as follows:	Thank you for your comments. You will be kept informed of meetings and Project progress.
				Support the development of a project specific Storm Water Pollution Prevention Plan prior to construction.	A plan will be developed during design.
				Concern about increased sediment loads into the reservoir and the stream during and after construction due to: a. probable increase in TDS of 4.5 times during construction, b. probable increase in TDS of 2.7 times after to project, and c. potential for increased phosphorus loads.	Sedimentation potential will increase, but the implementation of BMPs will decrease below current levels (see response to Letter 6, EPA, below).
				Support the implementation of multiple concurrent BMPs related to sediment loads.	Appropriate BMPs will be implemented.
				Encourage the development of a comprehensive monitoring plan to characterize the extent of the increased sediment loads.	UDOT will monitor river water quality during construction and post-construction.
				Concerns about increasing the extent and likelihood of the water system turning eutrophic; this creates algae events that are extremely difficult for water treatment plants to handle.	Sediment, and thus phosphorus, reductions noted above should reduce the likelihood of further eutrophication.
				Concerns about increased traffic into the watershed.	Traffic will continue to increase with or without the Project.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
				Concerns about increased recreational use of the reservoir as well as foot traffic along the river and the trail proposed along the Salt Lake Aqueduct alignment (water quality and security concerns).	Recreational use of the corridor is expected to continue to increase, with the recreational trail adding to that increase.
				Encourage public education on the beneficial uses of the watershed, emphasizing the use of the watershed as the major drinking water source for the Wasatch Front.	Education should occur. We suggest the Jordanelle / Deer Creek Technical Advisory Committee (JTAC) take the lead.
				Adequate restroom facilities need to be provided along the trail to encourage the avoidance of river contamination.	The development of restroom facilities is under consideration, the District's support and participation is encouraged.
				MTBEs [methyl tertiary-butyl ether] need to be considered as a parameter of water quality concern.	MTBEs will be acknowledged as a concern. The new highway will improve safety and thus decrease the potential for fuel spills.
				Request more specifics on the following statements such as : ". . . every possible measure will be taken to direct runoff at construction areas from entering Provo River and Deer Creek Reservoir" and ". . . relative to the entire watershed, the impacts would be minimal." These statements are inconclusive and vague.	The detailed Stormwater Pollution Prevention Plan will be directed at controlling construction runoff (see Chapter 4, Water Quality and Mitigation Measures). The relative impacts of the highway versus other actions on the watershed are discussed in the response to EPA comments in comment number L9.
				Concern over the specifics of the eventual Storm Water Discharge Permit.	See above.
				Encourage the project to seek involvement and approval of the Jordanelle/Deer Creek Technical Advisory Committee (JTAC).	The Project is on the agenda for the next JTAC meeting.
				Concern about the impacts to available water supplies.	See Chapter 4.
				Concern about security issues at Deer Creek Dam and along the	The highway is not expected to impact

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
				Salt Lake Aqueduct. Adequate access needs to be provided for operation and maintenance activities at Deer Creek Dam and along the Salt Lake Aqueduct. Concern about the traffic loading and construction equipment loading on the Salt Lake Aqueduct. Concern about provisions for future replacement and/or upgrades of the Salt Lake Aqueduct in relation to proposed roadway and/or trail features. Concern about modifications to avalanche paths that may affect existing facilities.	current security issues or procedures. Project designers are coordinating with the District in this regard. Project designers are aware of physical loading constraints on the aqueduct. Project designers are coordinating with the District in this regard. Facility protection will be considered in any avalanche path modifications.
L5	H	G. Hugh and Carolyn Allred Provo Canyon, UT	Public	We protest the manner in which the Utah Department of Transportation held the public hearings for the environmental study of U.S. 189 through Provo Canyon. With their open house format, they prevented citizens [from] meeting in one body to discuss, question, give input, and to share information with one another and with UDOT. As stated in our letter of October 21, 2002, we object to the "preferred realignment" of Highway 189 through Canyon Meadows because of negative environmental impacts and the inherent danger of reactivating the landslide. The consequences would be catastrophic to animals and humans alike. In addition, we have discovered numerous discrepancies, inaccuracies, and misrepresentations of the facts in the Supplemental Environmental Impact Statement, September 2002.	The Open House format for public hearings is a standard and acceptable method of informing the public and receiving comments on proposed actions. Please see response to Letter 3 above. Comments specific to the noted deficiencies would be appreciated and facilitate their clarification or correction.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
L6	A	Victor R. Orvis Pleasant Grove, UT	Canyon Meadows Home Owner's Association	. . . UDOT, at the very least, has a moral and professional responsibility to repair and stabilize the current alignment so that the UDOT-caused threat to the community and the driving public's safety can finally be resolved after more than 60 years. Furthermore, UDOT's actions have done enough past damage to our community without totally destroying our peace and quiet, property values, and one of the only communities where the wildlife have learned to co-exist in peace with humans. Our own engineers and UDOT's contract engineer companies have stated that the same type of construction that is being proposed at the avalanche shoot area in the Deer Creek Dam area could be used to cantilever the highway over the horseshoe bend area of the current alignment and thereby repair and retain the current alignment without the destruction of our community lifestyle. This may not be the cheapest way, but it is the right way.	Thank you for your comment. Please see the response to L1 above.
	N			For the record, I have served for the past seven years on the Canyon Meadows Home Owner's Board. I am a design engineer by vocation and have been a member of the UDOT Highway 189 CAT team, phase 3, from its inception. As such, I have studied all of the EIS and SEIS documents, as well as most of the geotechnical engineering reports and studies developed by UDOT, UDOT contractors, and geotechnical engineers hired by two Canyon Meadows developers and our own Home Owner's Association. While I don't claim to be an expert, I am clearly well informed and as an elected representative of the Canyon Meadows Community I have been asked to respond to UDOT's current proposal in that it will so adversely affect our community's lifestyle and property values. During 1994, in preparation for their efforts to move the highway alignment up on Canyon Meadows, Mr. Randall Park, a previous UDOT project manager, wrote a letter to the Wasatch County Director of Planning, Bob Mathis, and expressed UDOT's concern that Wasatch County should limit and discourage	Your regular participation and comments are very much appreciated. We are aware of the long-term conflict between Canyon Meadows and Wasatch County but are not in a position to respond.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
				development in the Canyon Meadow's area. This was done without the knowledge of the property owners. When it looked like Wasatch County was not going to be able to successfully do UDOT's bidding on this matter, Wasatch County placed a 6 month, "no build" moratorium on the Canyon Meadows development and followed the first "no build" moratorium up with two more that lasted for over three years total. This took a heavy toll on the community and we filed two takings-type lawsuits against Wasatch County that will most likely see the Utah Supreme Court and possibly even the U.S. Supreme Court. In their EIS document, UDOT infers that Canyon Meadows is a recreational or seasonal cabin community with 25 or so structures, when in fact it was conditionally approved for 160 lots and has 84 currently platted, full time residential lots. It is not a community of second homes. UDOT infers that the preferred alignment will skirt the south easterly corner of the community, failing to admit that UDOT took, by condemnation processes, 12 acres of Canyon Meadows future open space for the highway alignment and that portions of Canyon Meadows will be on both sides of the new highway and the highway will become the southern and eastern borders of the community.	Throughout Chapter 3, Canyon Meadows is referred to as "a residential sub-division" or a "community." The concerns of "residents" are noted on several occasions. The document correctly notes that the highway will skirt the lower limits of the existing and presently anticipated homes in the development. At present, the highway approaches to approximately 0.5 mile of the existing homes.
	W			The Canyon Meadows development was conditionally approved by Wasatch County for 164 lots and presently consists of two plats and two condo units involving 84 total full time residential units. The development has 50% community-owned open space and fences between lots are not permitted so that the abundant wildlife can freely roam throughout the entire community. It is not unusual to see 150+ herd of elk bedded down in the meadow and scores of deer, wild turkeys, and foxes with their young out in	Please see the responses to L1 above.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
				the open with an occasional moose and its young wallowing in the pond. The community is the only one that I know of in Utah where hunters, snowmobiles, and ATVs are not allowed and the humanity and the wildlife freely live and let live. It is the sort of place we Utahans like to tell others about when we speak of our country lifestyle. The question that must therefore be asked is: why is UDOT so intent on, or oblivious to, the cumulative permanent damage that will be inflicted upon this community if the highway is allowed to dissect the south and eastern section of the community?	
	S			UDOT admits it desires to move the alignment higher up on the Hoover Slides so that the new highway will be more geologically stable and less prone to the high maintenance costs of the current location. The EIS reports fail to mention that prior poor designs and construction methods by UDOT are the very reasons that the toe of the Hoover Slides has been destabilized in the first place. A complete reading of the UDOT, Parson's/Brinkerhoff, and other available geological reports show this to be true. Not only did UDOT create the problem that they state as their reason for moving the alignment, but it is clear that UDOT, by engineering proper drainage and removing the poor drain fill materials from the current location and replacing it with engineered fill material, could stabilize the very landslide areas that UDOT has destabilized constantly for the past 60+ years. It makes me question how many highway accidents could have been prevented and how much maintenance money could have been saved if UDOT had only repaired it correctly years ago. The reports also state that moving the alignment farther up on the Hoover Slides can cause the destabilization of this new area if it is not done correctly. Why should we believe that UDOT is now willing to do it correctly? These fears are further justified by a large landslide that was triggered down by the Sundance turn	Please see the responses to L1 above.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
				off a couple of years ago. We were to learn later that as a cost savings, UDOT had not even core drilled the area to determine its stability and now blames the contractor for the life-threatening accident.	
	H			It is our opinion that UDOT's use of the open house-formatted meeting as compliance with state and federal open meetings requirements is wholly inadequate for the purpose of open and public dialog prior to final discussion making. How can it be called a hearing when no one is heard and public opinions are not shared or discussed?	Please see the responses to L5 above.
L7	N	Mircea and Heidi Iordachescu Provo Canyon, UT	Public	We are one of the families that would be greatly affected by UDOT's proposed plan of placing Highway 189 in Provo Canyon through Canyon Meadows. We have only just recently finished building our home in Canyon Meadows. The main thing that attracted us to this beautiful area was its ability to provide a safe and quiet environment in which we can raise our family. Canyon Meadows is placed in such a way that most people driving through Highway 189 do not even know that such a haven exists. It is far enough from the road that we enjoy the quiet that would otherwise be disturbed by traffic, and yet close enough to town in either direction that we do not commute too far for work, family, and shopping. The plan for the new placement of Highway 189 would put all of our homes in plain view of canyon traffic. This would create noise pollution and excess unwanted visitors. Perhaps we have a sense of security in our hidden little meadow, that we have control over whom we want to know where we are.	Thank you for your comments. See the response to L3 above.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
				After driving Highway 189 in all types of weather we do see the need for the wider road. Safety is an important factor that should not be ignored. We hope that you consider all options and keep in mind also how greatly we will be adversely affected. We appreciate any consideration on this matter.	
	W			Our community is also focused on creating a safe and peaceful environment for the many forms of wildlife. Our homes and landscaping must be built in a way that does not impede access to all parts of the meadow. There are no fences allowed. A certain speed limit is established and followed by all residents. Hunting is restricted. We have huge herds of elk and deer that graze in our yards and on the common ground. We feel that their habitat would be greatly disturbed by the new road.	Please see the response to L1 above.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
Public Hearing Testimony Comments					
T1	A	Matthew Bailey Provo Canyon, UT	Public	I just wanted to start by saying that I'm strongly in favor of the widening of the highway. My children use the highway going to and from school twice a day. I'm sure that UDOT studies or the Department of Public Safety study would show that since it has been widened, the sections that have been, are far safer than they were before. I whole heartedly applaud that. In act, I would like to see more guardrails and so on. I have also been first on the scene in a head-on fatality in Provo Canyon, so I know how disastrous it can be. What I oppose about this section of the project is the fact that the proposed alignment brings it through the Canyon Meadow Subdivision. And I oppose it for a variety of reasons and some of them are quite selfish. I have heard the options that have been studied have been widening the road in its existing location. Repairing the parts that haven't, that need to be repaired, stabilizing it, and widening it there. There has been talk of only putting two lanes in Canyon Meadows. That's still not terribly palatable, but it's more palatable than four lanes. There has been talk about bridging the river and going to the other side of the river, which is much wider than the side of the road where the alignment currently is. I think that should be looked at as well. There are many scenic areas in this country that have beautiful high bridges that go across rivers that don't necessarily detract from the appearance of the river. I can tell you with a hundred-percent certainty that having the highway run through our neighborhood will detract from our neighborhood.	Thank you for your comments. Please see response to C50, above. A detailed Value Engineering analysis (see Appendix D) resulted in the selection of the preferred alignment. We have continued to review that decision and also engaged an independent consultant to conduct a geotechnical peer review of the alignment, and are confident the preferred alignment is the best possible.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
				I would say 90 percent of them (homeowners) recognize that the road needs to be widened. Traffic has continued to build. And particularly on holiday weekends, the bottle-neck created by the two lane section is pretty amazing. I have actually sat in traffic coming home from work on holiday weekends; it's backed up all the way across the dam. So I think we recognize the need to widen the road. It's just the old not in my backyard. I also am aware of comments made by people who have lived there for a long time that there is great concern about the stability of the dam. We have heard, whether this is true or not, that the dam wasn't designed for the level of traffic it has on it now, let alone adding four lanes. There's been talk about this would be more palatable if it were made a scenic byway, and the trucks weren't allowed to go through there. I'm sure getting the truckers lobby to go along with that would be next to impossible, but I do know that that's a big concern for us as far as noise.	
	N			There are 88 lots in Canyon Meadows . . . When I look out my kitchen window, and my living room window, I see Mount Cascade. I don't see the existing road. I see the haul road cut that was made that goes up over the hill. I come home at night, and I might have a hundred elk in the meadow. I have deer in my yard. I have seen foxes in the yard, all kinds of wildlife. We have whooping cranes that land in the pond in the meadow. And I didn't move up there to see headlights and taillights, which is all I will see once the road is put up in Canyon Meadows. It will dramatically devalue 88 people's property values, mine included. It's like no other place I've ever been. I had to take my car in the shop this morning and the guy who gave me a ride home said, "I had no idea this was up here, and that it was so beautiful." It won't be if there's a highway running through it. And, again, that is a selfish reason, but the one that I feel very strongly about. I am aware, at least I have heard, that there are alternate plans for the highway, probably rejected because they were more costly.	Although the highway will be slightly noticeable, the existing view and property values are not expected to be significantly impacted over time.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
				Bridging the river, I know is one option. I can tell you with a high degree of certainty that our home owners association will do everything in our power to stop that road. So that potential cost needs to be weighed against the cost of alternatives. We are not a well-healed group, but we feel very, very strongly about this. And I can't stress enough how much effort UDOT ought to put into putting in alternatives. You know, you're aware of where the haul road goes up and down the hill. For everybody who lives on Meadow Drive, which is the main street where the clubhouse is, vehicles coming up that hill, their lights will shine right in our windows all night long. And normally it's not just the noise, it's [the] aesthetics of having the vehicles there. Wildwood I understand was very successful in getting those giant walls put in. I don't know if that was better than having the road there or not, but at least that blocks the noise and the light. That I understand is not an option for Canyon Meadows, again, because of the stability of the slide.	Any increase in noise at Canyon Meadows would not approach or exceed the noise abatement criteria. Designers are currently analyzing various methods to minimize the visibility of vehicle headlights from the highway. This matter will be discussed at the forthcoming meeting with the Canyon Meadows residents.
	W			The wildlife cross down across what is now the haul road. And my understanding is that by running the right-of-way through there, you will disrupt the migratory patterns of a relatively large herd of elk and relatively large herd of deer. There are moose. We have actually had moose walk through our backyard down to the haul road. Unfortunately, if you drive through Provo Canyon today there is a dead moose right before the Sundance turn off. Expect a lot more of that, at least initially, if you move the highway into their traditional migratory paths.	The Utah Department of Wildlife Resources has been a regular and constant partner in the development and impact assessment of the Project. The variety and extent of wildlife presence in the area is acknowledged, but the Division has determined (see 7/21/00 letter, Appendix G) that, with the incorporation of game-proof fencing and appropriate crossings, the new highway and associated construction should have minimal impacts to wildlife species. They do acknowledge the potential displacement of some sandhill cranes and wild turkeys, but have previously noted that adequate habitat

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
					exists in the near vicinity for any displaced individuals. Nearly all previous studies have reported that highway disturbance on wildlife species is very short-term and that they tend to adapt to that disturbance more readily than to human presence, as apparently has been the case in the development. It is expected that the wildlife values you cite will continue to be present with the new road.
	S			So that's one reason. That's very personal and selfish. Secondly, Canyon Meadows was put through an exercise of doing a slope stability study. The study eventually proved that the slope, the area where the subdivision is, was not necessarily moving. It pointed out, if I remember correctly, that most of the instability was down where the current road was. There are sections of asphalt that are ten and fifteen feet deep from where it had sunk down and been re-asphalted. The slide in itself, while stable, is probably not the best place to put four lanes of concrete. We were told that there would be no berming because the slide will not support the extra weight of berms. How on earth will it support four lanes of concrete and not berms? It just does not make sense to me. It's just a disaster waiting to happen. That's the second reason.	Recent analyses agree that the Hoover Slide will be more stable with the highway on the proposed alignment than at its current location. Detailed design efforts to minimize any risk of instability from the new highway are currently underway to insure that stability remains. The roadway will be relatively light-weight asphalt, rather than concrete, and much lighter than earth berms.
T2	G	Norm Eiting Heber, UT	Public	I think if they sue, I think the environmentalists ought to be sued too for putting life in jeopardy, on having a dangerous road down the canyon. And do you remember the suggestion I gave you about the traffic signal? That interchange up here, that's another place that that's sorely needed. I was talking to the highway people in Canada where they have them all over the place. And here you've already got the lights. All you have to do is put up the signs, and put in the computer that would control the lights. It would be a simple	Thank you for your comments. Your suggestions will be passed on to the responsible officials.

COMMENT NUMBER	COMMENT	COMMENTOR	AFFILIATION	COMMENT	RESPONSE
				solution to a hazardous situation. All the semis and RVs coming down that road are ambushed by that traffic signal. Yeah, and the other absolute perfect place for one of those kinds of lights is at the bottom of Provo Canyon where you go around the corner, surprise the light flashing, yellow lights are flashing all the time. If you go down there, very often, pretty soon, you say, well, I'll take my chances when I get around the corner and you can see the light.	
T3	A	Bonnie E. Dewey Provo, UT	Public	We have some land up there near Wallsburg across from the state park. This – what I've been looking at, it looks swell. It looks great. I think it's a good – we were wondering why they didn't go up the other side of the ledge by the railroad tracks, but this gentleman was just telling us why they didn't consider that. I guess when they go on to the next phase, . . . we'll see where they're going to go through.	Thank you for your comment.
	T			Anyway, we think it's a good plan and we have a lot of our land up in South Fork, where we always run across bikers up there and it's just a narrow, winding road, you know. So . . . hopefully that trail will take some of those bikers off of that road, and that's all.	Thank you for your comment.

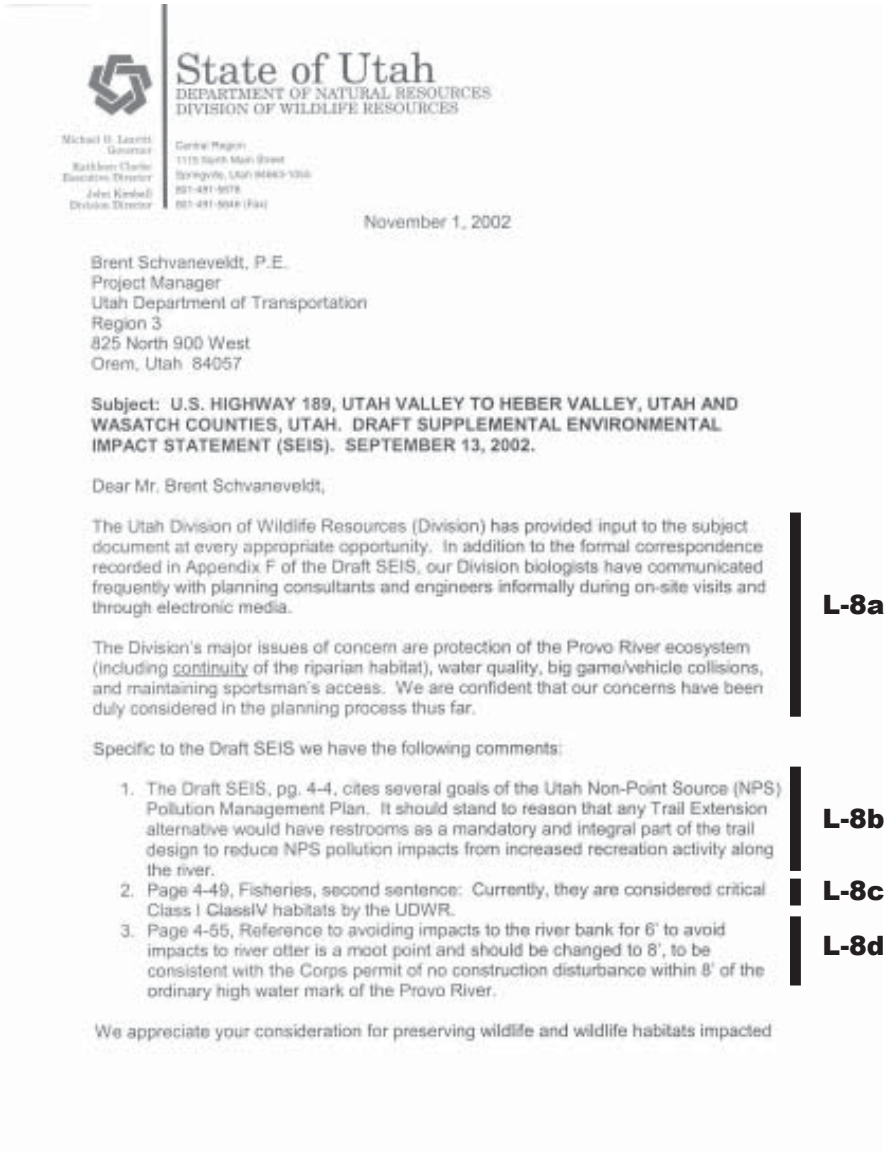
[a] CATEGORIES: A - Alignment; DC - Design/Construction; G - General Comment; H - Hearing Format; I - General Impacts; M - Mitigation, N - Noise, Aesthetics, Disturbance, Value; R - Restrict Trucks, S - Stability; T - Trail; W - Wildlife; WQ - Water Quality; WT - Wetlands.

COMMENTS AND RESPONSES

AGENCY COMMENT LETTERS AND RESPONSES

Comment Letter L-8

Comment Number



State of Utah
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF WILDLIFE RESOURCES

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November 1, 2002

Brent Schvaneveldt, P.E.
Project Manager
Utah Department of Transportation
Region 3
825 North 900 West
Orem, Utah 84057

Subject: U.S. HIGHWAY 189, UTAH VALLEY TO HEBER VALLEY, UTAH AND WASATCH COUNTIES, UTAH. DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT (SEIS). SEPTEMBER 13, 2002.

Dear Mr. Brent Schvaneveldt,

The Utah Division of Wildlife Resources (Division) has provided input to the subject document at every appropriate opportunity. In addition to the formal correspondence recorded in Appendix F of the Draft SEIS, our Division biologists have communicated frequently with planning consultants and engineers informally during on-site visits and through electronic media.

The Division's major issues of concern are protection of the Provo River ecosystem (including continuity of the riparian habitat), water quality, big game/vehicle collisions, and maintaining sportsman's access. We are confident that our concerns have been duly considered in the planning process thus far.

L-8a

Specific to the Draft SEIS we have the following comments:

1. The Draft SEIS, pg. 4-4, cites several goals of the Utah Non-Point Source (NPS) Pollution Management Plan. It should stand to reason that any Trail Extension alternative would have restrooms as a mandatory and integral part of the trail design to reduce NPS pollution impacts from increased recreation activity along the river.

L-8b

2. Page 4-49, Fisheries, second sentence: Currently, they are considered critical Class I ClassIV habitats by the UDWR.

L-8c

3. Page 4-55, Reference to avoiding impacts to the river bank for 6' to avoid impacts to river otter is a moot point and should be changed to 8', to be consistent with the Corps permit of no construction disturbance within 8' of the ordinary high water mark of the Provo River.

L-8d

We appreciate your consideration for preserving wildlife and wildlife habitats impacted

Responses

Response to Comment L-8a: Thank you for your participation and comments.

Response to Comment L-8b: The development of restroom facilities associated with the trail and other recreational uses is under consideration by several of the stakeholders.

Response to Comment L-8c: The document has been revised in this regard.

Response to Comment L-8d: The document has been revised in this regard.

by this project. Please contact our Habitat Manager, Doug Sakaguchi, or our Habitat Biologist, Gary L. Ogborn, at our Central Region Office in Springville, UT at 801-491-5678, if you have any questions.

Sincerely,

David N. Hintze
Regional Supervisor

Cc Kevin Conway, UDWR Director
Bill James, UDWR Habitat Section Chief
USFWS—attn. Randy Swilling
ACOE—attn. Amy Defreese

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION VIII
999 18th STREET - SUITE 500
DENVER, COLORADO 80202-2466

NOV 12 2002

Ref: 8EPR-EP

William R. Gedris, P.E.
Environmental Coordinator
Federal Highway Administration,
Utah Division
2520 West 4700 South, Suite 9A
Salt Lake City, UT 84118

Brent Schvaneveldt, P.E.
Project Manager
Utah Department of Transportation,
Region 3
825 North 900 West
Orem, UT 84057

RE: Comments for Provo Canyon Supplemental Environmental Impact Statement, FHWA-UT-EIS-76-02-DS

Dear Messrs. Gedris and Schvaneveldt:

This letter provides the U.S. Environmental Protection Agency's (EPA) comments for the Draft Supplemental Environmental Impact Statement (DSEIS) to widen Utah's U.S. Highway 189, from Utah Valley to Heber Valley. The EPA has reviewed this DSEIS in accordance with its responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act. We thank the Utah Department of Transportation (UDOT), the Utah Division of the Federal Highway Administration (FHWA), and BIO-WEST, Inc. for scoping materials and earlier discussions prior to the DSEIS.

We are concerned about the potential direct, indirect, and cumulative impacts to the Provo River's aquatic resources. The DSEIS is confusing in its discussions of the potential sediment loadings from highway runoff and whether the Preferred Alternative complies with the Total Maximum Daily Load (TMDL) that was established for the Provo River in the project area. Our specific comments request clarifications that we would like to see in the Final SEIS to disclose the impacts to aquatic resources and the proposed practices to protect those resources. EPA's other primary concerns about environmental impacts are the indirect impacts from future development. That development will further affect the natural and community resources in Provo Canyon, the Heber Valley, and other areas that will benefit from enhanced transportation capacity on Highway U.S. 189 through the Canyon to the Heber Valley.

The growth and development in Utah and Wasatch Counties have been significant since the original EIS and the first supplemental EIS. Many changes to environmental resources have occurred in Provo Canyon and in the areas of Utah and Wasatch Counties that will be served by a four-lane facility through the Canyon. Because of those changes, we believe that the DSEIS should have developed alternatives that are responsive to the new social and natural environments that exist, compared to when alternatives were first developed in the 1978 EIS. In particular, the efficacy of an enhanced two-lane facility in areas of the Canyon that have sensitive environmental resources has not been considered since 1978. We remain uncertain whether congestion warrants four lanes throughout the entire Canyon corridor or if it is necessary to relieve congestion only in the areas near the highway's termini in Wasatch and Utah Counties. The impacts of additional capacity from a four-lane facility will enhance opportunities for residential growth in the Canyon and are not substantively described in the DSEIS.

Rating of the DSEIS

Based on the procedures EPA uses to evaluate the potential effects of proposed actions and the adequacy of the information, the DSEIS will be listed as category EC-2. This rating means that the review has identified direct and indirect environmental impacts that should be avoided to fully protect the environment ("Environmental Concerns," or "EC"). Direct and indirect impacts to aquatic resources, terrestrial resources, and wildlife habitats are of greatest concern. The DSEIS was determined to have insufficient information regarding other possible alternatives that can minimize the direct and indirect environmental impacts. That information is necessary to fully assess the potential for adverse environmental impacts that can be avoided to fully protect the environment (rating of "2"). Enclosed is a summary of EPA's rating definitions.

If you have questions about our comments, Brad Crowder coordinated EPA's review comments and can be reached at 303-312-6396 or at crowder.brad@epa.gov.

Sincerely,

Cynthia G. Cody
Director, NEPA
Ecosystems Protection and Remediation

Enclosures: EPA's Specific Comments for DSEIS
EPA scoping comments, April 20, 2000

EPA'S SPECIFIC COMMENTS

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT
U.S. HIGHWAY 189, UTAH VALLEY TO HEBER VALLEY, SEPTEMBER 2002

Direct Impacts

Water Resources

Water Quality and TMDL. Numerous questions should be addressed to understand the water quality impacts associated with the Preferred Alternative. This section requests clarification of a number of issues and impacts in the SEIS.

The DSEIS documents significant erosion and sedimentation and resulting direct impacts to water quality that are associated with the Preferred Alternative. Significant impacts discussed are water quality and the Total Maximum Daily Load (TMDL) that was developed for the Provo River in the project area. Please discuss sediment and other constituents and the highway's significance for the most important constituents. The constituents cited include total suspended sediment (TSS) loads, metals, and nutrients (page 4-3). Please clarify how the Preferred Alternative supports the TMDL. The SEIS should indicate the current loading rates and goals that were established for the TMDL. The DSEIS discloses that the current highway project does not fully implement available BMPs to reduce sediment loadings. Please explain why the current project does not fully implement erosion-control BMPs and how the construction of the proposed project will fund and implement BMPs to protect water quality. Also, please describe whether the erosion analysis in the DSEIS includes runoff only from the new highway project or whether it incorporates both the new four-lane facility and the existing roadway.

L-9a

The DSEIS indicates that operations of the Jordanelle Dam and Reservoir and Deer Creek Reservoir will continue to affect water quality in the Provo River more significantly than the proposed actions in the DSEIS's Preferred Alternative. Please indicate the relative importance of the Preferred Alternative, compared to dam operations and other sources of sediment in the River, and the potential for the highway project to contribute to the goals of the TMDL.

L-9b

It appears that overall the Preferred Alternative degrades water quality relative to the current highway and alignment, but that discussion is unclear in its conclusions. On page 4-5, the DSEIS states, "The primary water quality impact of current concern is that construction-generated sediment would raise TSS to levels exceeding state of Utah water quality standards and violate the goals of the Watershed Management Plan." The results in Chapter 4 seem to indicate that the post-project erosion associated with the Preferred Alternative exceeds the current erosion losses. The existing conditions show total annual erosion of 1,855 tons (Table 4-2). During active construction the total erosion apparently is 8,313 tons (8,651 tons, Table 4-3, without best management practices (BMPs) minus the cumulative reduction of 338 tons with BMPs, Table 4-7). However, the "change from current conditions" in Table 4-7 shows an improvement of 1,516 tons of reduced erosion. Please interpret that "change from current conditions." For example, the numbers in the Total row of Table 7 appear to indicate a significant increase in total erosion for the Preferred Alternative compared to the current highway, not a reduction.

L-9c

1

Response to Comment L-9a: Provo River water quality requires protection for several reasons. In addition to being the primary drinking water source for nearly every community along the populated Wasatch Front in Utah, the Provo River also supports a wide variety of fisheries, wildlife, agriculture, and recreational uses. Highway construction potentially affects water quality primarily through increased erosion and sedimentation. Other constituents of concern may include oil, fine tire particles, other petroleum products, and metals. These constituents are often carried into a water body with runoff from impervious surfaces, such as a highway, and are potentially toxic to aquatic organisms.

As indicated in the draft document, a Watershed Management Plan (plan) was completed for the Provo Canyon Scenic Byway (US-189) in 2000. The plan is a non-binding document with the purpose of improving watershed conditions and controlling non-point source pollution in the watershed. Development of TMDLs for Total Phosphorus (TP) and TSS was one objective of the plan, since these pollutants are often associated with excess erosion and sedimentation and are acknowledged to be of primary concern in the watershed. Although the Provo River is not on the State of Utah 303(d) list as impaired for either TP or TSS, TMDLs for these constituents were created as a planning tool to protect and improve water quality by understanding and quantifying the relative contributions of these pollutants from various sources. An implementation plan does not exist for these TMDLs because they are simply components of this non-binding watershed management plan at this time.

Load reduction goals were established for three sub-basins in the watershed: Provo River above Murdock Diversion, Deer Creek, and North Fork. Table 4-2 provides TP load summaries, while Table 4-3 presents load summaries for TSS.

The erosion analysis in the draft document includes both the proposed four-lane highway and the existing highway. Due to its age, the existing highway design incorporates no known BMPs to reduce the amount of pollutants generated on the

Conclusions for post-construction BMPs are confusing. The total long-term post-construction conditions (Table 4-4) show a total of 5,065 tons of annual erosion, or 3,212 tons more than the current roadway (1,855 tons). In Table 4-8, the cumulative reduction from BMPs is 1,287 tons per year, which would be 3,778 tons per year (5,065 tons without BMPs minus 1,287 tons reduction from BMPs). That would represent an increase of nearly 2,500 tons, or two-and-a-half times the current roadway's erosion losses. Yet Table 4-8 shows a reduction of 566 tons as the "change from current conditions." There is no narrative to explain these discrepancies and the apparent increases in erosion associated with the proposed actions in the Preferred Alternative. Please provide narrative explanations for the information in the Tables so that reviewers can understand how the Preferred Alternative will affect total erosion and whether it is expected to improve or degrade long-term water quality in the Provo River, compared to the current highway. Please describe whether the TMDL implementation plan commits to reduce erosion and sediment from U.S. 189 in Provo Canyon, and how the highway fits in that water-quality commitment.

L-9d

Presumably, the existing highway will remain in place where there is realignment of U.S. 189, and the existence of both roadways can be expected to cause greater erosion and sedimentation than the existing roadway, *ceteris paribus*. Please describe where, if any locations, the existing roadway may be removed. Describe areas where direct and indirect impacts from additional residential and other development to land and water resources may occur as a result of realigning the highway. Much lighter traffic on the existing roadway, presuming it will mostly be left intact, can mean more attractive opportunities for development along that existing roadway, on lands available for private development. The implementation of the Preferred Alternative will affect future development along the existing highway corridor as an indirect impact.

L-9e

Sediment delivery is not addressed at all in the DSEIS. Watershed models are available to estimate sediment delivery to receiving waters. Such a model should be considered to determine existing and future sediment loadings to the Provo River and can be used to evaluate whether sediment delivery from the highway, currently and in the future, is acceptable to meet the requirements and goals set forth in the TMDL implementation plan.

L-9f

The DSEIS shows the estimated success rates associated with post-construction BMPs in Table 4-6. For example, please answer the following questions: Are BMP efficiencies evaluated based on average conditions in the region, for example, or do they take into consideration the likely success of vegetated swales, filter strips, and infiltration trenches in high-elevation environments of Provo Canyon? Will vegetation BMPs use native grasses and plants and, if not, will plant growth and erosion control efficiency be affected? The choice of plants for those vegetated BMPs should consider the potential for the spread of those species into surrounding areas as well. Native vegetation should be chosen where possible. If and where nonnative plants are selected, they should not present a risk for the spread of noxious weeds and other plants to the detriment of native vegetation and wildlife habitats.

L-9g

Wetlands and Riparian Resources. Historical wetland resources that existed in the highway corridor are not disclosed. Wetlands may have been lost both along the existing roadway and in the proposed alignment of the Preferred Alternative. Past impacts in the current highway corridor, for example those that perhaps were lost initially because of construction of the original

L-9h

2

highway that enter Provo River. Therefore, any sediment from eroding cut slopes and fill areas along the existing road is often washed into drains and culverts that lead directly to Provo River. Under the proposed action, erosion, sediment, and other pollutants potentially impacting the river will be reduced by the implementation of long-term BMPs to manage stormwater runoff. Moreover, portions of the 2002 Preferred Alignment will be farther from the river, decreasing impacts from direct runoff. Finally, the proposed action will include the development and implementation of a stormwater management plan to integrate short- and long-term erosion and sediment reduction practices that will protect the stream during and after construction.

Response to Comment L-9b: Water quality within the watershed (particularly the Provo River) is primarily controlled by the operations of Jordanelle and Deer Creek Reservoirs, which have a much larger impact on the Provo River than the highway has or will have. The dams promote bed coarsening downstream because finer sediment is trapped behind them while released flows easily flush the gravel-sized particles downstream. Fish species in the river depend on the gravel-sized sediment for spawning habitat and are impacted if adequate material is not available. At the same time finer material, such as suspended clay particles, readily moves downstream with flow releases, with attendant negative impacts upon spawning habitat. Highway-generated sediment, if not controlled adequately, can add to this particle size fraction and compound this impact.

The dams can also tend to cause impacts in terms of nutrient issues. Phosphorus is commonly attached to suspended clay particles and carried downstream with water releases, as is dissolved phosphorus. These phosphorus forms are readily available to plants and organisms, and excess phosphorus in the Provo River system promotes aquatic macrophyte and algal growth that impact dissolved oxygen and lead to eutrophication. High levels of macrophyte growth will also hinder drinking water treatments. Again, highway runoff can also contribute nutrients through this process but primarily during runoff events.

highway (before requirements for NEPA and CWA to disclose and mitigate those impacts) should be discussed. If appropriate, opportunities for mitigating past highway-related losses of wetland and riparian resources should be considered. We would appreciate discussion in the SEIS regarding likely development and other impacts to the existing highway corridor, as described above, once the Preferred Alternative is implemented. Mitigation and resource protection strategies should be developed with State and local governments and stakeholders, to ensure against additional indirect impacts to water quality, wetlands, and riparian habitats.

L-9h (cont.)

Vegetation and Wildlife Habitats

It is noted that the Preferred Alignment has substantially fewer impacts to unique and rare habitats in the riparian corridor, even though it has somewhat greater overall acreage impacts to habitats. EPA supports this objective of the Preferred Alternative, to protect riparian habitats. As noted above, we have concerns about what happens along the existing highway corridor and the indirect impacts to riparian habitats from development in the future, after implementation of the Preferred Alternative.

L-9i

Noxious weeds are discussed on page 4-17 and in the Mitigation Measures section of Chapter 4. It is noted that populations of noxious weeds are thought to exist in the Project Area (page 4-17). Please indicate whether appropriate management actions and monitoring activities have been implemented already, to minimize noxious weed problems, and how implementation of the Preferred Alternative will enhance activities to control noxious weeds. Will funds not available now be dedicated for noxious weed control after construction?

Indirect and Cumulative Impacts

Given the growth plans along the highway corridor and expected growth in the Heber Valley and elsewhere in areas that will be served by widening U.S. 189 through Provo Canyon, EPA expects that significant indirect and cumulative impacts to aquatic and terrestrial resources are likely because of increased access that will result from the Preferred Alternative. Some indirect and cumulative impacts are disclosed in the DSEIS while others are not.

L-9j

While additional development is qualitatively described in the Canyon Meadows development within Provo Canyon, other proposals that are planned and likely developments in the future are not discussed for their potential effects on land use and environmental impacts. An example of the potential for future development can be found in the letter from the Uinta National Forest Supervisor, Peter Karp, to FHWA Administrator David Gibbs (September 12, 2002, Appendix F, "Agency Coordination Letters"). The Forest Supervisor notes that the Long Hollow property (237 acres) is being considered for a land exchange. Presumably that land would be exchanged for a proposal for future development, though we did not note whether that was the case in the DSEIS. An example of a specific proposed development we are aware of, which will be served by U.S. 189, is the "Victory Ranch" above Deer Creek Reservoir. That development proposal includes 650 residential units, three golf courses (including one in the River bottom), and other appurtenances on undeveloped land. This and other development proposals and likely development areas should be disclosed for the potential or likely impacts on land use and to environmental resources.

L-9k

3

Cold water releases from Deer Creek Reservoir may also reduce dissolved oxygen levels below the dam. Late summer bottom releases are typically extremely low in dissolved oxygen. In addition, an analysis conducted in 1999 showed that flow regulation by Deer Creek Dam directly altered water temperature, pH, and dissolved oxygen.

Response to Comment L-9c: EPA correctly noted that the text and tables in the draft document were unclear in terms of water quality impacts from erosion and sediment and in describing the effects of BMPs on erosion estimates. In Tables 4-7 (Active Construction) and 4-8 (Post-construction), the column labeled "Cumulative Reduction With Best Management Practices" is misleading. This column label suggests that the column lists the amount of sediment reduced by the BMPs; however, the column numbers actually represent the amount of sediment estimated to result from implementing BMPs. This column label will be changed to "Projected Load with BMPs". In other words, the numbers represent the anticipated total load after BMPs are implemented. Therefore, the "Change From Current Conditions" column reflects the change in estimated sediment production from the current or existing condition to that of active construction (or post-construction for Table 4-8) and indicates a net improvement in water quality loading as the result of implementing the BMPs proposed for the Project.

The text and tables of the document will be revised for clarification.

Response to Comment L-9d: Post-construction conclusions are also addressed under Item 3 above.

As indicated in Item 1 above, no TMDL implementation plan exists for the Provo River, since the TMDLs were only developed as a part of the watershed planning process and not binding on any party. However, as a member of the steering committee for development of the plan, UDOT has committed to its goals and objectives, and the design and construction of the

Comment Number

Proposals for residential and other development, both in and adjacent to Provo Canyon and beyond Heber City, should be more feasible with better and faster highway access to the Salt Lake City area from the Heber Valley. Maps and other planning documents that show land available for new development, along with the Counties' and State demographers' projections for population growth can be used to project population growth, land use changes, and their associated indirect and cumulative impacts in Provo Canyon. The SEIS should disclose those impacts, with and without the proposed project. We realize that task is difficult, but this area includes high natural resource values and, partly as a result of those values, high human development value. At a minimum the SEIS should discuss how much private property remains to be developed in the Canyon and in other areas to be served by U.S. 189 through Provo Canyon, and how development of those lands may affect aquatic and terrestrial resources. Decision-makers could use such information to plan for avoiding some adverse impacts to the environment and communities.

L-9l

Potential indirect and cumulative impacts from additional residential and other development include: loss of wildlife habitats, possibly including important habitats for sensitive species or species listed under State and National laws to protect endangered species; wetland and other aquatic resource losses or degradation; recreation; air quality; and socioeconomic community impacts. The SEIS should describe what planning and other tools are used by Utah and Wasatch Counties to minimize adverse environmental impacts. Please describe commitments that have been made by the Counties and State to protect natural resources, particularly the habitats and conditions necessary to support sensitive fish and wildlife species. Though habitats may not be immediately or completely lost in the short run, the extent to which natural systems perform their functions may be moderately to severely reduced over the long run due to future population growth and development.

L-9m

Potential direct impacts to sandhill cranes and raptors, as discussed in Chapter 4, are a concern. While the direct impacts and indirect impacts from construction and alterations in hydrology may be significant and the Mitigation Measures address them, the DSEIS does not discuss the indirect and cumulative impacts from additional development. The impact zone for wildlife habitats and other natural resources is narrowly drawn in the DSEIS to cover only the highway corridor. However, the zone of indirect and cumulative environmental impacts extends well beyond the immediate highway alignments. No maps are provided to establish a context for overall natural resources and impacts in the vicinity of the highway corridor. For example, reviewers and decision-makers should be able to understand where the important wildlife habitats are located, the distribution of public and private lands, lands that are protected because of the need to protect water quality and water supplies or wildlife management, areas that are likely to be developed for residential and other uses along the highway corridor, and other factors that could be addressed through careful planning by local, State, and federal officials and stakeholders.

L-9n

On page 4-32, beneficial recreation impacts are noted as an indirect benefit of increased accessibility after the Preferred Alternative is completed. Additional recreation use also may detrimentally affect the recreation experience and sensitive wildlife. Those adverse, indirect impacts to sensitive wildlife are not discussed in the DSEIS. Please assess and disclose both the positive and negative impacts to people and environmental resources associated with greater recreation access and use.

L-9o

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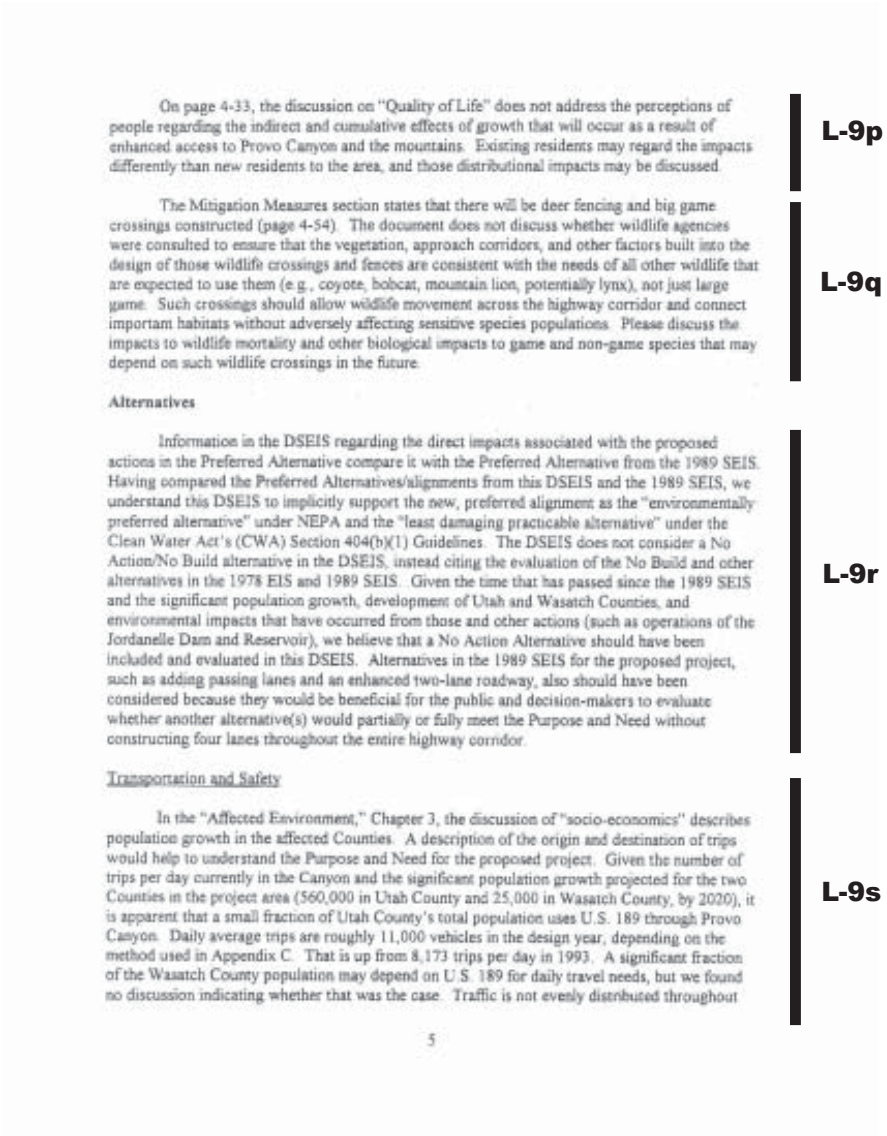
Project will incorporate that commitment.

Response to Comment L-9e: Although exact locations and details are subject to change during final design, the existing highway is currently planned for removal from the point of departure of the new alignment at approximately Station 19+950 (see Sheet 4 of the Preferred Alignment, Appendix E) to the existing Hoover Housing turnoff at approximately Station 20+900. The remainder of the existing highway not on the 2002 Preferred Alignment will be reconstructed as a low-use access for the housing area and/or as a recreational trail. Abandoned portions of the existing highway near the dam will be removed, with the portion on the dam crest returned to the Bureau of Reclamation and the portion over Deer Creek removed and restored as stream channel. All portions of abandoned highway will be redesigned with appropriate erosion control and BMPs implemented, and the water quality analysis was performed with the assumption that road segments not part of the new alignment would be removed and the cut stabilized and actively revegetated.

As discussed in detail in Items 1 and 2 under Indirect and Cumulative Impacts below, no additional residential or other development is anticipated in the Project corridor as the result of highway abandonment or overall construction.

Response to Comment L-9f: Assuming a worst-case situation, a sediment yield of 100% was utilized for the analysis. Current conditions indicate that much of the available sediment is washed directly into culverts and drainage ditches that channel the runoff into the stream, particularly since the Provo River runs immediately adjacent to or near the road along much of the corridor. Although a 70% delivery ratio is often used in such situations, we felt use of the 100% ratio would provide a more appropriate and conservative estimate in this situation. We have found that watershed models tend to require a great many assumptions and uncertain inputs, and are generally difficult to defend. As a result, we consider the approach used to be considerably more accurate and understandable by the public and decision-makers.



On page 4-33, the discussion on "Quality of Life" does not address the perceptions of people regarding the indirect and cumulative effects of growth that will occur as a result of enhanced access to Provo Canyon and the mountains. Existing residents may regard the impacts differently than new residents to the area, and those distributional impacts may be discussed.

L-9p

The Mitigation Measures section states that there will be deer fencing and big game crossings constructed (page 4-54). The document does not discuss whether wildlife agencies were consulted to ensure that the vegetation, approach corridors, and other factors built into the design of those wildlife crossings and fences are consistent with the needs of all other wildlife that are expected to use them (e.g., coyote, bobcat, mountain lion, potentially lynx), not just large game. Such crossings should allow wildlife movement across the highway corridor and connect importam habitats without adversely affecting sensitive species populations. Please discuss the impacts to wildlife mortality and other biological impacts to game and non-game species that may depend on such wildlife crossings in the future.

L-9q

Alternatives

Information in the DSEIS regarding the direct impacts associated with the proposed actions in the Preferred Alternative compare it with the Preferred Alternative from the 1989 SEIS. Having compared the Preferred Alternatives/alignments from this DSEIS and the 1989 SEIS, we understand this DSEIS to implicitly support the new, preferred alignment as the "environmentally preferred alternative" under NEPA and the "least damaging practicable alternative" under the Clean Water Act's (CWA) Section 404(b)(1) Guidelines. The DSEIS does not consider a No Action/No Build alternative in the DSEIS, instead citing the evaluation of the No Build and other alternatives in the 1978 EIS and 1989 SEIS. Given the time that has passed since the 1989 SEIS and the significant population growth, development of Utah and Wasatch Counties, and environmental impacts that have occurred from those and other actions (such as operations of the Jordanelle Dam and Reservoir), we believe that a No Action Alternative should have been included and evaluated in this DSEIS. Alternatives in the 1989 SEIS for the proposed project, such as adding passing lanes and an enhanced two-lane roadway, also should have been considered because they would be beneficial for the public and decision-makers to evaluate whether another alternative(s) would partially or fully meet the Purpose and Need without constructing four lanes throughout the entire highway corridor.

L-9r

Transportation and Safety

In the "Affected Environment," Chapter 3, the discussion of "socio-economics" describes population growth in the affected Counties. A description of the origin and destination of trips would help to understand the Purpose and Need for the proposed project. Given the number of trips per day currently in the Canyon and the significant population growth projected for the two Counties in the project area (560,000 in Utah County and 25,000 in Wasatch County, by 2020), it is apparent that a small fraction of Utah County's total population uses U.S. 189 through Provo Canyon. Daily average trips are roughly 11,000 vehicles in the design year, depending on the method used in Appendix C. That is up from 8,173 trips per day in 1993. A significant fraction of the Wasatch County population may depend on U.S. 189 for daily travel needs, but we found no discussion indicating whether that was the case. Traffic is not evenly distributed throughout

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L-9s

Response to Comment L-9g: BMP efficiencies were obtained from a general literature review and do not account for regional differences, particularly those related to high-elevation environments. However, the analysis assumed only an average efficiency for active construction and a minimum efficiency for post-construction BMPs. This use of lower-than-maximum efficiencies insures that the analysis has not inflated the effectiveness of BMPs. In accordance with standard UDOT specifications, all BMPs that involve vegetation will be implemented using only native species. Native species will be used for all reclamation, rehabilitation, and slope stabilization work as well.

Response to Comment L-9h: The early pioneers to the general Project Area, including Provo Canyon, developed roads, dams, powerplants, and other facilities in the mid-1800s, prior to any involvement in the area by either the State of Utah or the Federal Department of Transportation. Since those agencies have become involved and federal funding has been utilized on the Project, mitigation in excess of impacts has been approved under the CWA and developed. Although CWA permitting for the current Project has been completed previously and mitigation is in place and accepted by the Corps of Engineers, additional wetland and riparian areas will be developed by the Project during the restoration of the lower portion of Deer Creek.

As EPA notes, considerable discussion of resource protection strategies and mitigation from direct impacts is presented in the draft document and has been extensively coordinated with the various federal, state, and local agencies and stakeholders. Additional discussion regarding potential and likely development both in the Project corridor and elsewhere in the cumulative impacts area has been added to the document. Specific responses in this regard are presented below as Items 1 and 2 under Indirect and Cumulative Impacts.

Response to Comment L-9i: Your support of our efforts to reduce impacts to riparian habitats is appreciated. We under-

the corridor, and it would help to have the distribution of traffic as well as the peak traffic volumes (the latter provided in the DSEIS, Appendix C).

L-9s (cont.)

It would be helpful to have maps of the Counties in the project area and where population growth is projected in the future. It also would be helpful to know current-year use of the highway and where the future demands will originate for the greater capacity of a four-lane highway. Such information would help reviewers and decision-makers to better understand the need to widen the highway to meet capacity demands in the design year. The traffic volumes in the DSEIS, for past years and the design year, do not appear substantially to require additional capacity if highway trips were evenly distributed throughout the length of the project. Please describe where the level of service (LOS) is projected to be unacceptable and why the entire highway corridor must be widened to four lanes to provide acceptable LOS in the design year. Appendix C compared LOS that can be expected from the expanded, realigned highway compared to a reasonably foreseeable future without highway improvements. The DSEIS does not discuss what that means in terms of cost savings from reduced delay, reduced or increased accident rates, or other effects that would result from achieving higher LOS. That information would be helpful.

L-9t

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stand your concerns as to direct and indirect impacts to habitat from future development and have added additional discussion to the document to address this concern. Specific responses in this regard are addressed below as Items 1 and 2 under Indirect and Cumulative Impacts.

As with most areas where various types of development have occurred, the document acknowledges that populations of noxious weeds are thought to exist in the area. In accordance with standard UDOT practices, an Invasive Weed Control special provision with noxious weed control and removal details will be included in the construction package for the Project. In addition, UDOT has in place a highly regarded and effective noxious weed management and monitoring program supervised by their Maintenance Division that will be incorporated into the normal maintenance of the completed Project. Funds for noxious weed control will be available for this effort.

Response to Comment L-9j: EPA suggests that growth and development in the highway corridor and other areas served by the improved highway will result in "significant indirect and cumulative impacts to aquatic and terrestrial resources" because of increased access resulting from the Preferred Alternative. In reality, very little if any additional growth will occur in the corridor due to the combination of limited private ownership, physical constraints, and restrictive zoning recently implemented throughout the entire corridor and the rest of Wasatch County. As indicated on the Zoning Map of Wasatch County (Appendix E); the entire corridor is zoned as P-160, which was adopted on October 28, 2002 and is focused on limiting development in environmentally sensitive and remote areas.

No areas will be given access for development as the result of the Project that do not already have access. Impacts associated with improved recreational access are discussed under Item 6 below. No growth plans for the highway corridor are in place, and none are expected, as nearly all private property in the canyon is presently developed to the extent possible, and no new private property has or will become available (see Item 2 below). No infrastructure to support further growth is planned

U.S. Environmental Protection Agency Rating System for Draft Environmental Impact Statements
Definitions and Follow-Up Action*

Environmental Impact of the Action

LO -- Lack of Objections: The Environmental Protection Agency (EPA) review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC -- Environmental Concerns: The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce these impacts.

EO -- Environmental Objections: The EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no-action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU -- Environmentally Unsatisfactory: The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

Adequacy of the Impact Statement

Category 1 -- Adequate: EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis of data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2 -- Insufficient Information: The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses or discussion should be included in the final EIS.

Category 3 -- Inadequate: EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the National Environmental Policy Act and or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

* From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment. February, 1987.

anywhere within the corridor. It should also be noted that the existing physical constraints along the corridor (mountainous terrain, steep slopes, and adjacent river and railroad) effectively preclude nearly all further development. Additional discussion will be added to the document to clarify this issue.

Response to Comment L-9k: EPA noted the possibility of other planned and likely developments in the future that might have effects on land use and the environment. Although the Project Area includes high natural resource values, its human developmental value is quite low for the reasons noted in Item 1 above. It was noted that the U.S. Forest Service is considering a land exchange of the Long Hollow property in the general vicinity of the corridor. If agreed upon, that exchange would transfer title of the Long Hollow property to either the adjacent Sundance Resort above Wildwood or to the owners of a very large parcel of property located above the Canyon Meadows development. These parties both currently own the properties adjacent to Long Hollow and are interested in it only to preclude any further development. Both have existing access via their current holdings and would not create any additional access to the property. This change in ownership will not be addressed in the document because of the uncertainty of its completion and the lack of any change in use or effects on resources if it should occur.

Another example cited by EPA is that of the Victory Ranch, proposed for a location off State Road 32 near the town of Frances, located almost on the Wasatch / Summit County border approximately 10 miles east of Jordanelle Reservoir. That development, as well as several others in the general area of the reservoir (Deer Valley Lakeside, Tuhay Ranch, Bonanza Flats, Wolf Creek Village, and North Village) are included in one of several Wasatch County Overlay Zones (see Appendix E) with additional developmental restrictions committed to by the developers (see Item 3 below). Cumulative impacts from these developments are only addressed in the draft document under Jordanelle Dam Construction, but they will be discussed in further detail in the final document.

Response to Comment L-9l: As noted in Item 1 above, Wasatch County zoning and physical constraints are expected to limit or preclude any additional development in the Provo Canyon highway corridor itself. The upper Heber Valley of Wasatch County and adjacent Summit County have and continue to experience considerable growth, as discussed in the draft document. Summit County, particularly the Park City area, has experienced rapid growth for some time and has developed an exceptionally strong and capable planning process in response. That capability has been reproduced in Wasatch County, since the majority of issues and concerns are similar and often shared, and development and growth in Wasatch County has tended to be driven by that in Summit County.

Growth and development in Wasatch County is controlled by the Wasatch County General Plan (adopted in 2001) and implemented by the Wasatch County Planning, Zoning, and Development Code (adopted in October 2002). In addition to the relatively restrictive Code, proposed developments are further constrained by the use of Overlay Zones with additional restrictions and a No Tolerance stance against any type of environmental degradation. As a result, development in the general area is highly controlled and any potential environmental impacts are very closely regulated and mitigated. The additional developments noted under Item 2 above fit this scenario.

Access to the great majority of developments in the upper Heber Valley occurs primarily from the Park City and Salt Lake Valley areas, with only a minor component from the Utah Valley area via US-189, which is consistent with the presumption that Summit County and the Salt Lake City Wasatch Front drive Wasatch County development and growth. This further supports the position that improvements to US-189 will have very little effect on future growth and development in the Heber Valley.

According to the General Plan, private property represents 30.1% of the total area of the county. Of this amount, 89.7% exists in parcels greater than 160 acres which are highly regulated by the plan and subject to stringent environmental con-

straints. Within the highway corridor in Provo Canyon, other than the existing Canyon Meadows development, the small amount of private property present is subject to the restrictions of the P-160 Zone, and thus very limited development is possible. As noted above, these restrictions in addition to the physical constraints of the canyon essentially preclude further private development and attendant environmental effects. Additional discussion in this regard will be incorporated into the document.

Response to Comment L-9m: Indirect and cumulative impacts from additional residential and other development are certainly a concern relative to a wide range of environmental and human resources. As noted above and below, it is fortunate that such impacts are very minimal and have been largely mitigated by the current Project. Wasatch and Utah Counties both use their zoning and permitting processes to minimize Project impacts to sensitive habitats. Since those portions of the general highway improvement Project in Utah County have been completed for some time (see Chapters 1 and 2), Wasatch County is the primary local government and planning entity influencing such concerns. As noted in Item 1 above, the county recently implemented a particularly effective protective zone (P-160) to protect sensitive environmental areas and resources. This protective zone covers all of the immediate Project Area and the great majority of other sensitive areas in the county (see Appendix E map). Thus it will protect against future direct impacts, as well as long-term indirect and cumulative effects from this and other projects.

Response to Comment L-9n: As noted in Chapter 4 of the document, with regard to direct impacts to sandhill cranes and raptors the Utah Division of Wildlife Resources, in conjunction with the U.S. Fish & Wildlife Service, has determined that although some disturbance to these species may occur as a result of the Project, there is ample adequate habitat available in the general area for their use. Again, no additional development in the Project corridor is anticipated (see Items 1 and 2 above), and that planned in the general area will not be influenced by this Project (see Item 3 above). The zone of indirect

and cumulative impact assessment was not clearly defined in the draft document and will be clarified in the final, along with additional discussion of such impacts to resources.

Although the sponsoring agencies for this Project have neither a planning mandate or planning authority in the Project Area, it is fortunate that, as noted in the discussion above and on the zoning map (Appendix E), Wasatch County (the primary agency responsible for planning and regulation of development in the area) has integrated general and specific environmental concerns in their planning efforts and has taken adequate steps to protect sensitive environmental areas and other resources.

Response to Comment L-9o: EPA notes that the improved recreational access and presumed use anticipated from implementation of the Project may also result in adverse impacts to some users in terms of the recreational experience. Further discussion in this regard will be included in the document. As noted in the draft document, please be aware that recreational access to most of the canyon will not be changed by the Project, since it will generally only be provided in those locations where access currently exists. Although improved fisherman access parking will be included in the design, particularly where the existing highway is abandoned (see Item 5 under Water Resources above), use of the portion of the Provo River in the Project corridor for fishing is already very high and anglers seeking solitude and seclusion have long been required to utilize other locations or adjust their schedules to lower use times.

The primary recreational change expected (but not well addressed in the draft document) upon implementation of the Project would be the anticipated use of the recreational trail. Based upon public scoping and hearing comments (see Chapter 6), there exists considerable demand for such a facility, as evidenced by high current usage of the trails in the lower canyon and elsewhere in the general area. However, the trail will be located only in areas of considerable existing use and will not open any new or sensitive areas. Further discussion in this regard will be added to the document.

In terms of impacts to sensitive environmental resources due to improved access, please note above that no new areas will be made more accessible by the Project. In fact, access by fishermen, formerly resulting in considerable impacts to riparian areas and stream banks, will be more controlled by the Project. Relative to sensitive wildlife species, the access limitations and physical constraints noted above will continue to preclude such effects and have been closely coordinated with federal and state resource agencies.

Response to Comment L-9p: As noted above, the Project will not provide enhanced access to the area and thus is not expected to effect further growth and development in the corridor or the general area in any significant way. Public perception of indirect and cumulative impacts is consistent in this regard. Although extensive public comment was received during scoping meetings and the public hearings, no comments were directed at such concerns. The great majority of comments were either supportive of the Project in all aspects, or expressed concerns for direct impacts to Canyon Meadows residents. The final document will include further discussion in this regard.

Response to Comment L-9q: The draft document did not note that coordination relative to wildlife crossings had occurred, and the document will be revised to summarize that activity. As indicated in the agency correspondence in Appendix F, extensive coordination with both the Utah Division of Wildlife Resources and the U.S. Fish & Wildlife Service has taken place throughout the development of the Project. Wildlife crossings have been included in this coordination and will continue during actual design. The existing highway includes no facilities at all for wildlife crossing, thus the Project can be expected to be a general improvement in that regard. In addition, portions of the new highway will be relocated further away from the Provo River, and thus should further enhance the safe movement of game and non-game wildlife in that immediate area.

Response to Comment L-9r: As detailed on pages 6-7 of Chapter 1 of the DSEIS, the analysis and subsequent docu-

ment was purposely limited in scope and not intended to evaluate new proposed alternatives or to revisit the analyses of previous alternatives. Rather, consistent with NEPA and the Council of Environmental Quality Regulations, it was directed at taking the requisite "hard look" for new impacts and supplementing the record with any changes or new circumstances bearing on the proposed action and its impacts.

It is clearly understood (and disclosed in the document) that considerable time has passed and that a variety of changes and additional development have taken place in the general area. Although not elaborated and discussed in the draft document, the No Action or No-Build Alternative was again evaluated during this analysis and no significant changes from previous analyses were identified. The results of the Value Engineering analysis that was used to develop the Preferred Alternative in 1995 were also reviewed in detail (see Chapter 2 and Appendix D), with similar results. As noted in Chapter 1, a new traffic study indicated that traffic volumes in the Project corridor have increased considerably and that the additional capacity to be provided is even more needed than in 1989. The geometric and other safely concerns are still present and, as comment on the draft document indicated, highly desirable to most of the traveling public. It was determined that reiteration of the previous findings in this document were not necessary, and the basis for this decision will be clarified in the document.

Alternative configurations to the four-lane facility included in the proposed action, such as passing lanes and an enhanced two- or three-lane facility have been looked at in 1989, 1995, and in this analysis, and they remain inadequate to meet Project needs

(see Appendices B and C). These results will be stated more clearly in the document.

Response to Comment L-9s: Additional discussion as to the origin and destination of trips through the canyon will be added to the document for clarification. Please note (page 1-9 of the draft document) that actual year 2000 counts of average an-

nual daily traffic (AADT) are 10,285; while design year predictions range from 16,238 to 20,792 AADT. The Appendix C figures were developed in 1994 and are provided for background on previous analyses. It is certainly true that only a small fraction of Utah Valley's total population uses the highway; if not, much more capacity would be required. Likewise, significant fractions of Wasatch County's population also do not use the highway.

Although it is correct that traffic is not evenly distributed throughout the corridor, actual traffic counts at various locations are not significantly different (see Table 1-1). Several factors contribute to the variations, with the primary cause being the large recreational component of traffic that does not travel through the entire canyon and fluctuates considerably on a seasonal basis. Fishing and other aquatic activities tend to concentrate in the lower portions of the canyon, with additional travel to Sundance Resort near Wildwood for winter skiing and some summer activities. The residents of the small town of Wallsburg travel to both Wasatch and Utah Counties for employment and shopping on a regular basis.

Response to Comment L-9t: As noted above, no significant population growth is anticipated within the highway corridor, but it is expected to continue at a substantial rate in the upper Heber Valley (Appendix E map). As EPA correctly pointed out, only a small fraction of the population uses the highway corridor on a regular basis, suggesting that this growth will occur with or without the highway improvement.

Nevertheless, traffic numbers clearly show that an improved highway facility with greater capacity and safety is needed. Traffic studies have repeatedly identified a "critical segment" to isolate the worst section of the corridor. This segment extends from the end of the existing four-lane segment near Wildwood to the end of the mountainous terrain past Deer Creek Reservoir, which constitutes the extent of the proposed Project. The LOS through this segment is consistent and is already failing during peak periods, but it can be maintained at LOS C in the design year with the proposed roadway improvements. It

should also be noted that UDOT is committed to aggressively pursue the use of "Context Sensitive Solutions," which include the principles of striving to be compatible with the natural and built environment, be an asset to the community, and address the transportation need. These solutions, as implemented during design and construction, will result in the minimization of the footprint of disturbance of the roadway and associated facilities, and thus impacts.

Although Chapter 1 of the draft document summarizes the current and anticipated accident, safety, and capacity situation, an expanded discussion of the above will be added to the document. A complete copy of the most recent traffic study (Fehr & Peers 2000) will be included in Appendix B, rather than just the summary of the study.

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

ER-02/901

FEB 1 4 2003

Mr. David Gibbs
Division Administrator
Federal Highway Administration
2520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118

Dear Mr. Gibbs:

This is in response to a request for the Department of Interior's (Department) review and comment on the Section 4(f)/6(f) Evaluations contained in the Draft Supplemental Environmental Impact Statement (DSEIS) for U.S. Highway 189, Utah Valley to Heber Valley, Utah, and Wasatch Counties, Utah. The Department has reviewed the subject document, and offers the following comments for your consideration.

General Comments

The Department recognizes and appreciates the amount of public and agency coordination that has been conducted as part of this project, particularly with the State Historic Preservation Office (SHPO), the State of Utah Department of Natural Resources, and various Native American groups. Continued coordination with these and other agencies and publics will be important through final design, implementation, and monitoring of the project.

The Department concurs that there are no feasible and prudent alternatives to the proposed project, if project objectives are to be met. We also concur with the proposed measures to minimize harm to historic properties outlined in the Memorandum of Agreement that is to be developed in coordination with the appropriate agencies, including the SHPO. In addition, we understand that potential impacts to Section 4(f) and 6(f) resources resulting from the trail extension have been evaluated, and that no direct or constructive use of these resources is anticipated.

L-10a

Specific Comments

The Department has one concern regarding the Section 6(f) Evaluation. We appreciate that you have considered Section 6(f) lands in your evaluation; however, there appears to be a discrepancy in the analysis. The text on page 5-10 under Section 6(f) of the 1965 Land and Water Conservation Fund Act states, "No direct or constructive use of this park (Deer Creek State Park) would result from implementation of the Preferred Alternative or the DSEIS Alignment." However, on page 5-11 under Impacts to Deer Creek State Park, the text st tes,

L-10b

Response to Comment L-10a: Thank you for your comment.

Response to Comment L-10b: The document has been revised to clarify that only a small component of the Park, a campground, is 6(f) property and that property will not be impacted. This matter has been coordinated with Lyle Bennett, Grants Coodinator for the Utah Division of State Parks and Recreation.

"The DSEIS Alignment would impact 1.09 hectares (2.70 acres) of land managed by Deer Creek State Park and would constitute a Section 4(f) impact if implemented…." If the DSEIS Alignment does impact Deer Creek State Park, it would not only be of a Section 4(f) use, but it would also constitute a Section 6(f) impact. Therefore, if the DSEIS Alignment is selected, and it does impact Deer Creek State Park, we recommend that you implement appropriate mitigation measures to minimize harm to the resource in accordance with both Section 4(f) and 6(f) stipulations.

L-10b (cont.)

Summary Comments

The Department appreciates the opportunity to provide these comments on the Section 4(f) and 6(f) Evaluations. Following consideration of the above-mentioned concerns, the Department has no objection to Section 4(f) and Section 6(f) approval of this project by the Department of Transportation, provided that all measures to minimize harm to Section 4(f) and 6(f) properties are included in the final project plans, and documentation to that effect is included in the final Section 4(f) and 6(f) Evaluations.

We appreciate the opportunity to provide these comments.

Sincerely,

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance